

by Chief Engineer Surveyor.....

Received from Chief Engineer Surveyor.....

Not. 418  
 Not. 422  
 Lth. No. 22248-9  
 Gls. 73421

VESSEL'S NAME "ADAMS BECK"

REPORT

Remarks of the Chief Engineer Surveyor are desired on this case for the consideration of the Classing Committee.

(The endorsement to contain a succinct summary of any repairs that have been required and to show the cause or causes of such repairs, and also to bring out clearly any exceptional features in connection with the case, so that the Classing Committee may have all the salient points presented in the endorsement.)—Extract from Sub-Committee's Report, 24/5/92.)

Type of Engine Oil Engine 2 S.C.S.A.  
 8 Cyl. 13  $\frac{3}{8}$ " - 22  $\frac{7}{16}$ "  
 MN 295

~~If Boilers fitted with forced draught~~

Tail Shaft. If fitted with a continuous liner No

If fitted with an outside gland of approved type Yes

The torsional vibration characteristics of the main propelling machinery were approved in Secretary's letter of 9.11.48 for a service speed of 225 R.P.M. provided a notice board be placed at the control station stating that the main engine must not be run continuously between 125 and 148 R.P.M.

The machinery certificate should be endorsed accordingly and a suitable note placed in the S.R.L.

This vessel's machinery appears to have been built in accordance with the Rules and the approved plans, and it is submitted she is eligible to be classed **LMC 3.49.**



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 Lloyd's Register  
 Foundation

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