

Rpt. 4.

No. 20439

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office - 2 JUL 1941

Date of writing Report 28-6-1941 When handed in at Local Office 30-6-1941 Port of Leith
 No. in Survey held at Burntisland Date, First Survey 9-4-41 Last Survey 26-6-1941
 Reg. Book. 87050 on the S.S. "ADAM'S BECK" (Number of Volls 8)
 Built at Burntisland By whom built Burntisland, S. B. & Co. Ltd. Yard No. 235 Tons { Gross 2816
 Engines made at Glasgow By whom made J. Rowan & Co. Ltd. Engine No. 1077 When built 1941 Net 1667
 Boilers made at Glasgow By whom made J. Rowan & Co. Ltd. Boiler No. 1077 When made 1941
 Registered Horse Power 240 Owners Has Light & Coke Co. Port belonging to London
 Nom. Horse Power as per Rule 240 Is Refrigerating Machinery fitted for cargo purposes No. Is Electric Light fitted Yes
 Trade for which Vessel is intended

ENGINES, &c.—Description of Engines

Revs. per minute 75 (LIGHT SHIP)

Dia. of Cylinders Length of Stroke No. of Cylinders No. of Cranks
 Crank shaft, dia. of journals as per Rule Crank pin dia. Crank webs Mid. length breadth shrunk Thickness parallel to axis
 Intermediate Shafts, diameter as per Rule Thrust shaft, diameter at collars as per Rule Thickness around eye-hole
 Tube Shafts, diameter as per Rule Screw Shaft, diameter as per Rule Is the tube shaft fitted with a continuous liner
 Bronze Liners, thickness in way of bushes as per Rule Thickness between bushes as per Rule Is the after end of the liner made watertight in the
 propeller boss If the liner is in more than one length, are the junctions made by fusion through the whole thickness of the liner
 If the liner does not fit tightly at the part between the bearing in the stern tube, is the space charged with a plastic material insoluble in water and non-corrosive
 If two liners are fitted, is the shaft lapped or protected between the liners Is an approved Oil Gland or other appliance fitted at the after end of the tube
 shaft If so, state type Length of Bearing in Stern Bush next to and supporting propeller
 Propeller, dia. Pitch No. of Blades Material whether Moveable Total Developed Surface sq. feet
 Feed Pumps worked from the Main Engines, No. Diameter Stroke Can one be overhauled while the other is at work
 Bilge Pumps worked from the Main Engines, No. Diameter Stroke Can one be overhauled while the other is at work
 Feed Pumps No. and size How driven Pumps connected to the Main Bilge Line { No. and size 2 on Main Engine, 1 Ballast 12" x 14" x 12", 1 Gen. Service 8" x 6" x 15"
 Ballast Pumps, No. and size one, 12" x 14" x 12" Lubricating Oil Pumps, including Spare Pump, No. and size
 Are two independent means arranged for circulating water through the Oil Cooler Yes Suctions, connected to both Main Bilge Pumps and Auxiliary
 Bilge Pumps;—In Engine and Boiler Room 1 PORT, 1 STAR 2 1/2" DIA. 1 AFT WELL 2 1/2" DIA. 1 DIRECT 4" DIA.
 In Pump Room Yes In Holds, &c. N°1 HOLD WELL = 2 1/2" DIA. N°2 HOLD WELL = 3" DIA.
N°4 HOLD WELL, 1 PORT, 1 STAR = 3 1/2" DIA.
 Main Water Circulating Pump Direct Bilge Suctions, No. and size one @ 6" DIA. Independent Power Pump Direct Suctions to the Engine Room Bilges,
 No. and size one @ 4" DIA. Are all the Bilge Suction Pipes in holds and well fitted with strum-boxes Yes
 Are the Bilge Suctions in the Machinery Space led from easily accessible mud-boxes, placed above the level of the working floor, with straight tan pipes to the bilges Yes
 Are all Sea Connections fitted direct on the skin of the ship Yes Are they fitted with Valves or Cocks Both MAIN BELOW OTHERS ABOVE
 Are they fixed sufficiently high on the ship's side to be seen without lifting the stokehold plates Yes Are the Overboard Discharges above or below the deep water line Yes
 Are they each fitted with a Discharge Valve always accessible on the plating of the vessel Yes Are the Blow Off Cocks fitted with a spigot and brass covering plate Yes
 What Pipes pass through the bunkers Bilge Suctions How are they protected Wood ceiling
 What pipes pass through the deep tanks Have they been tested as per Rule Yes
 Are all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times Yes
 Is the arrangement of Valves and their connections such as to prevent the possibility of water passing from the sea or from water tanks into the cargo or machinery spaces, or from one
 compartment to another Yes Is the Shaft Tunnel watertight engine aft Is it fitted with a watertight door Yes worked from

MAIN BOILERS, &c.—(Letter for record) Total Heating Surface of Boilers Is Forced Draft fitted No. and Description of Boilers Working Pressure IS A REPORT ON MAIN BOILERS NOW FORWARDED? YesIS A DONKEY BOILER FITTED? YesIs the donkey boiler intended to be used for domestic purposes only Yes If so, is a report now forwarded? YesPLANS. Are approved plans forwarded herewith for Shafting Yes Main Boilers Auxiliary Boilers Donkey Boilers Superheaters General Pumping Arrangements Oil fuel Burning Piping Arrangements

SPARE GEAR.

Has the spare gear required by the Rules been supplied YesState the principal additional spare gear supplied See list

The foregoing is a correct description,

Manufacturer.

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Lloyd's Register
Foundation

PILLARS
Centre
Stiff
Platin
STRINGER
Upper
Stringer
Thick
in
Thick
in
Thick
If Sh
R.O.
Secom
Strin
STE
FLAT PLA
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BOTTOM
of Str
BILGE
Stra
SIDE I
Stra
UPPER
stra
UPPER
stra
STRAKE
stra
STRAKE
stra
POOP
BRIDGE
FOREC
Total
STEEL

During progress of work in shops - -

Dates of Survey while building *During erection on board vessel - -* 9/4/41, 16/4/41, 23/4/41, 2/6/41, 9/6/41, 12/6/41, 18-6-41, 26-6-41.

Total No. of visits 8.

Dates of Examination of principal parts—Cylinders _____ Slides _____ Covers _____

Pistons _____ Piston Rods _____ Connecting rods _____

Crank shaft _____ Thrust shaft _____ Intermediate shafts _____

Tube shaft _____ Screw shaft in place 23-4-41 Propeller in place 23-4-41.

Stern tube in place 16-4-41 Engine and boiler seatings 23-4-41 Engines holding down bolts 12-6-41.

Completion of fitting sea connections 23-4-41.

Completion of pumping arrangements 18-6-41 Boilers fixed 12-6-41. Engines tried under steam 26-6-41.

Main boiler safety valves adjusted 18-6-41 Thickness of adjusting washers P=3/8" S=13/32" PORT BOILER, STARBOARD BOILER.

Crank shaft material _____ Identification Mark _____ Thrust shaft material _____ Identification Mark _____

Intermediate shafts, material _____ Identification Marks _____ Tube shaft, material _____ Identification Mark _____

Screw shaft, material _____ Identification Mark _____ Steam Pipes, material _____ Test pressure _____ Date of Test _____

Is an installation fitted for burning oil fuel No. Is the flash point of the oil to be used over 150°F. ✓

Have the requirements of the Rules for the use of oil as fuel been complied with ✓

Is the vessel (not being an oil tanker) fitted for carrying oil as cargo ✓ If so, have the requirements of the Rules been complied with ✓

If the notation for Ice Strengthening is desired, state whether the requirements in this respect have been complied with ✓

Is this machinery duplicate of a previous case ✓ If so, state name of vessel ✓

General Remarks (State quality of workmanship, opinions as to class, &c. This machinery — Glasgow Report N° 63885
has been efficiently fitted on board, the materials and workmanship being sound and good.
On completion, the safety valves were adjusted to 200 lbs/sq" and the Main and Auxiliary
machinery were tried under working conditions at sea and found satisfactory.
This machinery in my opinion, is in a safe working condition and eligible to be classed
in the Register Book with the notation of L.M.C. 6-41, T.S.C.L., F.II.

to be collected by Glasgow & credited to faith!

The amount of Entry Fee ... £	12 : 0 : 0	When applied for,
Special ... £		30-6-1941.
Donkey Boiler Fee ... £		When received,
Travelling Expenses (if any) £	1 : 8 : 6	19.

Committee's Minute TUE, 8 JUL 1941

Assigned Limb. 6.41
J.D. Ch.

J. Campbell
Engineer Surveyor to Lloyd's Register of Shipping.