

Rpt. 4.

See Lith. Rpt. No.

No. 63885

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

Date of writing Report

19

When handed in at Local Office

2: 6: 10

Port of

GLASGOW

JUN 1941

No. in Survey held at

GLASGOW

Date, First Survey 2: 8: 40

Last Survey 23rd May 1941

Reg. Book.

on the S.S. "ADAMS BECK."

(Number of Visits 36)

Built at BURHTISLAND By whom built BURHTISLAND S.B. Co. LD.

Yard No. 235

Tons } Gross
Net

When built 1941

Engines made at GLASGOW

By whom made DAVID ROWAN & Co. LD.

Engine No. 1077

When made 1941

Boilers made at -DO-

By whom made -DO-

Boiler No. 1077

When made 1941

Registered Horse Power -

Owners

Port belonging to

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 TRIPLE EXPANSION

Dia. of Cylinders 18 1/2" 31" - 52" Length of Stroke 39" No. of Cylinders 3 Revs. per minute

Crank shaft, dia. of journals as per Rule 10 1/2" Crank pin dia. 10 1/2" Crank webs Mid. length breadth 20 1/2" No. of Cranks 3

Intermediate Shafts, diameter as per Rule as fitted 10 1/2" Thrust shaft, diameter at collars as per Rule 10 1/2" as fitted 10 7/8"

Tube Shafts, diameter as per Rule as fitted 11 1/2" Screw Shaft, diameter as per Rule 11 1/2" as fitted 12"

Bronze Liners, thickness in way of bushes as per Rule 6 1/2" as fitted 11 1/2" Thickness between bushes as per Rule 4 1/2" as fitted 5 1/2"

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 bearings in the stern tube, is the space charged with a plastic material insoluble in water and non-corrosive Yes

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

Length of Bearing in Stern Bush next to and supporting propeller 4' 0"

Propeller, dia. 15' 3" Pitch 14' 9 3/4" No. of Blades 4 Material CS whether Moveable No Total Developed Surface 84 sq. feet

Feed Pumps worked from the Main Engines, No. 2 Diameter 3" Stroke 21" Can one be overhauled while the other is at work Yes

Bilge Pumps worked from the Main Engines, No. 2 Diameter 3 1/2" Stroke 21" Can one be overhauled while the other is at work Yes

Feed Pumps { No. and size 10 8" x 6" x 15" How driven Steam Pumps connected to the Main Bilge Line { No. and size How driven

Ballast Pumps, No. and size Lubricating Oil Pumps, including Spare Pump, No. and size

Are two independent means arranged for circulating water through the Oil Cooler Suctions, connected to both Main Bilge Pumps and Auxiliary

Bilge Pumps; - In Engine and Boiler Room In Pump Room In Holds, &c.

Main Water Circulating Pump Direct Bilge Suctions, No. and size Independent Power Pump Direct Suctions to the Engine Room Bilges,

No. and size Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes

Are the Bilge Suctions in the Machinery Space led from easily accessible mud-boxes, placed above the level of the working floor, with straight tail pipes to the bilges

Are all Sea Connections fitted direct on the skin of the ship Are they fitted with Valves or Cocks

Are they fixed sufficiently high on the ship's side to be seen without lifting the stokehold plates Are the Overboard Discharges above or below the deep water line

Are they each fitted with a Discharge Valve always accessible on the plating of the vessel Are the Blow Off Cocks fitted with a spigot and brass covering plate

What Pipes pass through the bunkers How are they protected

What pipes pass through the deep tanks Have they been tested as per Rule

Are all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times

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

Is the Shaft Tunnel watertight Is it fitted with a watertight door worked from

MAIN BOILERS, &c. - (Letter for record S) Total Heating Surface of Boilers 3434 sq. ft.

Is Forced Draft fitted Yes No. and Description of Boilers 2 SE Working Pressure 200 lb.

IS A REPORT ON MAIN BOILERS NOW FORWARDED? Yes

IS A DONKEY BOILER FITTED? No If so, is a report now forwarded? -

Is the donkey boiler intended to be used for domestic purposes only -

PLANS. Are approved plans forwarded herewith for Shafting Yes Main Boilers 18.4.40 Auxiliary Boilers - Donkey Boilers -

(If not state date of approval)

Superheaters - General Pumping Arrangements - Oil fuel Burning Piping Arrangements -

SPARE GEAR.

Has the spare gear required by the Rules been supplied Yes

State the principal additional spare gear supplied. List attached

The foregoing is a correct description.

For David Rowan & Co. Ltd.
Archd. N. Grierson

Manufacturer.



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Lloyd's Register
Foundation

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During progress of work in shops - - 1940 Aug: 2. 12 Sep: 2. 18 Oct: 28 Nov: 4 Dec: 24. 27. 30 (1941) Jan: 13. 23. 27 Feb: 4. 11. 14. 21. 27 Apr: 2. 3. 7. 8. 12. 16. 21. 24. 28 May: 5. 7. 9. 12. 13. 21. 23
During erection on board vessel - - -
Total No. of visits 36

Dates of Examination of principal parts—Cylinders 7-4-41 Slides 28-4-41 Covers 7-4-41
Pistons 21-4-41 Piston Rods 21-4-41 Connecting rods 8-4-41
Crank shaft 2-4-41 Thrust shaft 16-4-41 Intermediate shafts -
Tube shaft - Screw shaft 16-4-41 Propeller 16-4-41
Stern tube 12-4-41 Engine and boiler seatings Engines holding down bolts
Completion of fitting sea connections
Completion of pumping arrangements Boilers fixed Engines tried under steam
Main boiler safety valves adjusted Thickness of adjusting washers
Crank shaft material S.M. steel Identification Mark 9877 ASB Thrust shaft material S.M. steel Identification Mark 9877 ASB
Intermediate shafts, material - Identification Marks - Tube shaft, material - Identification Mark -
Screw shaft, material S.M. steel Identification Mark 9877 ASB Steam Pipes, material steel Test pressure 600 lb Date of Test 14.4.41
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 Yes If so, state name of vessel "EMPIRE NESS" GLS.R. 6379

General Remarks (State quality of workmanship, opinions as to class, &c. This machinery has been built under special survey in accordance with the Rules and approved plans, and the materials and workmanship are good. It has been sent to Burntisland for installation in the vessel and, in my opinion, is eligible to be classed in the Register Book with notations + LMC with date and notation C.L. upon completion of satisfactory trials. Lark Surveyors have been advised.

Rob
2/6/41

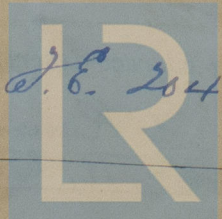
The amount of Entry Fee ... £ 4 : - :
4/6 Special ... £ 48 : - :
1/5 LEITH A/C ... £ 12 : - :
Donkey Boiler Fee ... £ : - :
Travelling Expenses (if any) £ : - :
When applied for, 3 JUN 1941
When received, 19

Committee's Minute GLASGOW 3 JUN 1941

Assigned referred

Engineer Surveyor to Lloyd's Register of Shipping.

TUE. 8 JUL 1941



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