

REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

(Received at London Office)

11 0 JAN 1953

NEWCASTLE-ON-TYNE

Writing Report 2-1-53 When handed in at Local Office 7 JAN 1953 19... Port of NEWCASTLE-ON-TYNE

Survey held at Hebburn on Tyne Date. First Survey 11-11-52 Last Survey 22-12-1952
(No. of Visits 12)

on the Machinery of the SS. "GLESSULA" or Steel TW. SC.

Gross 5017 Vessel built at Stk. Bank By whom Smiths Dock Co. Ltd. Year. 1949 Month. 12

Net 2352 Engines made at Middlesbrough By whom Smiths Dock Co. Ltd. When 1949

Boilers, when made (Main) 1949 (Donkey)

Boilers 2 NT. Owners N.V. Caracassche Scheepv. Maats Owners' Address WILLEMSTAD Voyage CURACAO

Key Boilers Managers Palms. Hebburn. Port WILLEMSTAD Voyage CURACAO

Boilers 220 Surveyed Afloat in Dry Dock Palms. Hebburn. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements.)

Port No. 100 A1 Port 2.52 Machinery and Boiler Surveys (including date of N.B., if any)

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements.)

CHARACTER: * for Special Survey. Date of last Survey and of Periodical Surveys. Years assigned or expired. Machinery and Boiler Surveys (including date of N.B., if any)

100 A1 2.52 LMC 12-49 BS 2-52 TS (CL) P 12-50 SM 8-51

Carrying Petroleum in Bulk. WTB

FITTED FOR OIL FUEL 12.49
F.P. ABOVE 150° F.

Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the pairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides all in the body of the report, should be briefly summarised at the end of the report. State also the dates and any letters respecting this case.

Where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose, and why they were declined. Yes, not required.

Has a special damage report made by anyone else? If so, by whom? No.

Did the Surveyor personally go inside each Main Boiler separately and make a through examination at this time? Yes

Did the Surveyor personally go inside each Donkey Boiler separately and make a through examination at this time? Yes

For what reasons? What parts of the Boilers could not be thus thoroughly examined?

What means, in the absence of internal examination, were adopted by the Surveyor to assure himself of the thorough efficiency of those parts of each Boiler? Yes

What was the date of internal examination of each boiler? PBS. 16-12-1952. Present condition of funnel? Efficient

Did the Surveyor examine the Safety Valves of the Main Boilers? Yes To what pressure were they afterwards adjusted under steam? 220 lbs.

Did the Surveyor examine the Safety Valves of the Donkey Boilers? Yes To what pressure were they afterwards adjusted under steam? Yes

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes and of the Donkey Boilers? Yes

Did the Surveyor examine the drain plugs of the Main Boilers? None and of the Donkey Boilers? Yes

Did the Surveyor examine all the mountings of the Main Boilers? Yes and of the Donkey Boilers? Yes

Has the screw shaft now been drawn and examined? No Has it a continuous liner? Yes Is an approved oil retaining appliance fitted at the after end?

Has the shaft now been changed? No If so, state reasons. Has the shaft now fitted been previously used? Yes Has it a continuous liner? Yes

Is an approved oil retaining appliance fitted at the after end? Yes State date of examination of Screw Shaft. Yes State the wear down in the screw shaft.

Is electric light and/or power fitted? Yes If so, did the Surveyor examine the generators, motors, switchgear cables and fuses? No

Is the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? No.

When referred to by numbers, should be counted from forward. Auxiliary machinery should be referred to by position in Machinery Space.

If the Surveyor is not complete, state what arrangements have been made for its completion and what remains to be done. Complete.

When representative stated that whilst the vessel was at sea bound for Aruba from Jan 10 on the 19th April 1952 it was noted that the port and starboard main engine bedplates cracked in way of earlier weld repairs.

It was further stated that the cracks were kept under observation whilst the vessel was at sea subsequent to this incident and as they did not appear to be extending no repairs were effected at this time the master being deferred until the vessel's arrival at this port.

Statements furnished that no records were available concerning the original incident or, of the repairs effected.

Done. Damage. Port and Starboard main engine bedplates examined as far as practicable and 3 further fractures located. Continued on Sheet 2.53

Observations, Opinion, and Recommendation:— The machinery of this vessel as far as now seen, is in working condition, eligible in my opinion to remain as now classed and have fresh class of B.S. 12-52 subject to the repairs to Port and Starboard Main Engine Bedplates further examined before the end of December 1953.

(per Section 23) B.S. £16 0 0 Fees applied for 19 JAN 1953

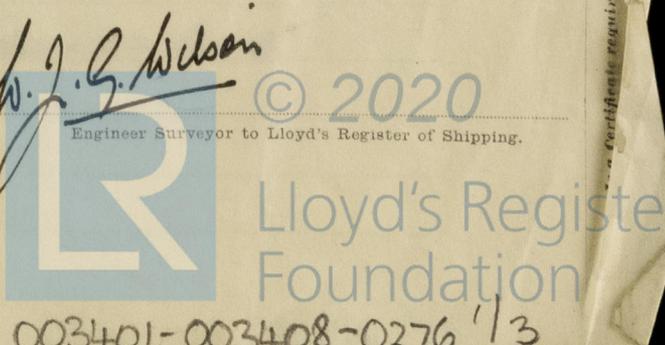
Repair Fee (if any) £24 0 0 Received by me, W. J. G. Wilson

Other expenses (if chargeable) £10 10 0 TUES. 10 FEB 1953

Committee's Minute As now, subject

BS 12.52 003401-003408-0276/13

Insert Character of Ship and Machinery precisely as in the Register Book.



SS "GLESSULA"

SHEET 2.

Now done. Damage (Continued).

Sketch on following sheet no 3 shows details of all fractures found, including those repaired earlier.

All fractures now repaired by "METALOCK"

Crankshaft deflections checked. All main bearings opened out, examined and re-metalled and adjusted as required and satisfactory alignment of crankshaft and trustshaft obtained.

Upon completion of these repairs the main engines were examined under working conditions during mooring trials and left in good working order.

It is further recommended that the repairs effected to the Port and Starboard Main Engine Bearings be further examined before the end of December 1953

Considered efficient measure. Owners advised.

Now done. Decking.

Vessel placed in drydock, propellers, stem bushes and outside fastenings examined. All sea valves, opened out, examined and found or placed in an efficient condition. Wear down as above.

Minor repairs effected.

B.S.

Port and Starboard Boilers opened out and examined in their entirety together with their safety valves and boiler mountings. Safety valves afterwards adjusted under steam to the pressure stated above.

Minor repairs to boiler mountings and furnace refractory.

Oil fuel unit examined under working condition and found in good working order.

Fuel tank valves and deck controls examined and tested and found in good working order.

The oil pressure pipes between the pumps and the furnaces are in a good condition, accessible, visible and well lighted along their entire length and the joints are tight.

Steam Smothering gear tested and found in good order.

W. J. G. Wilson
SURVEYOR TO LLOYD'S REGISTER
NEWCASTLE-ON-TYNE.

Continued on Sheet 3.



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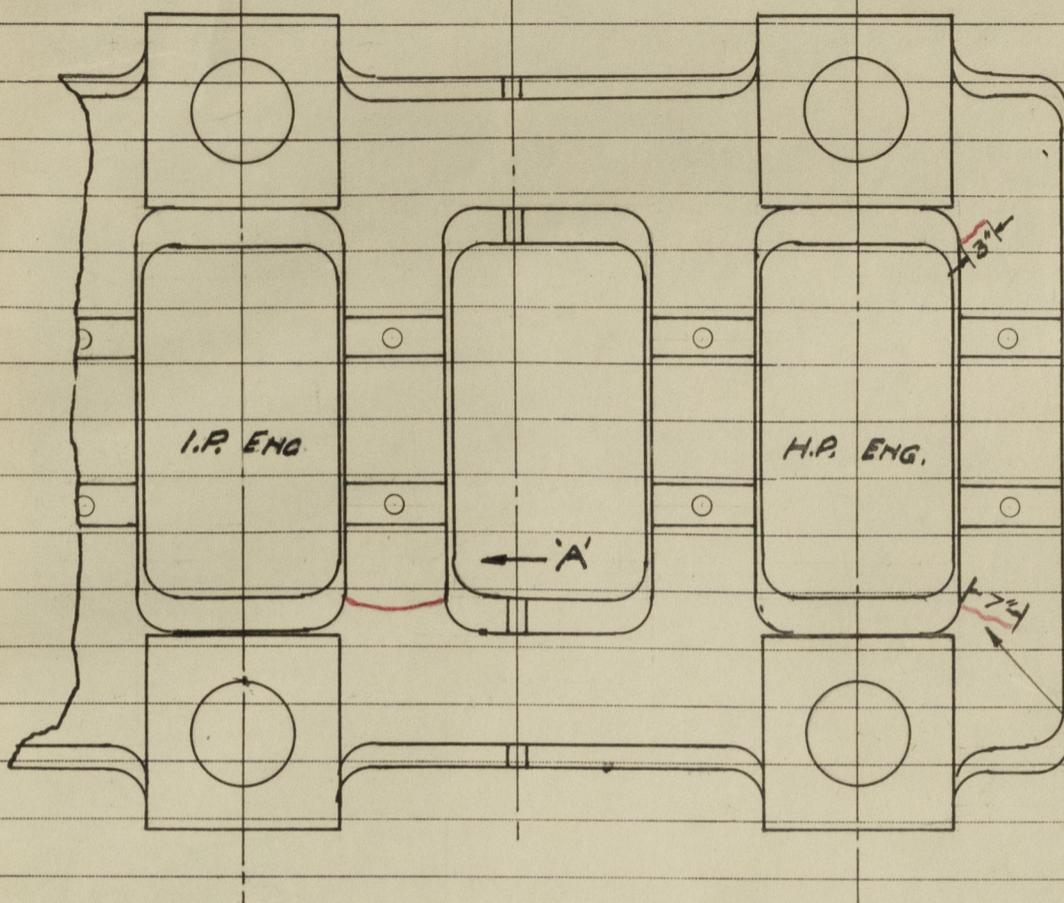
SS. 'GLESSULA'

SHEET No 3

SKETCH SHOWING CRACKS IN MAIN ENGINE BEDPLATES

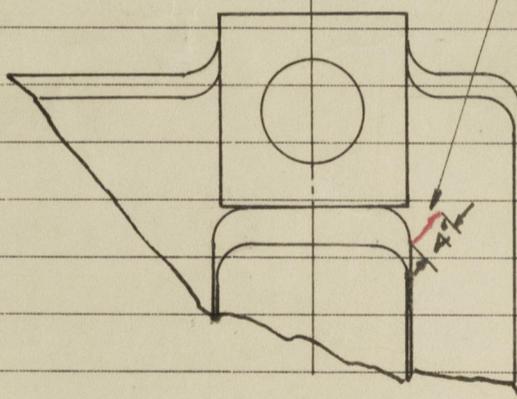
CRACKS SHOWN IN RED

PORT ENG.

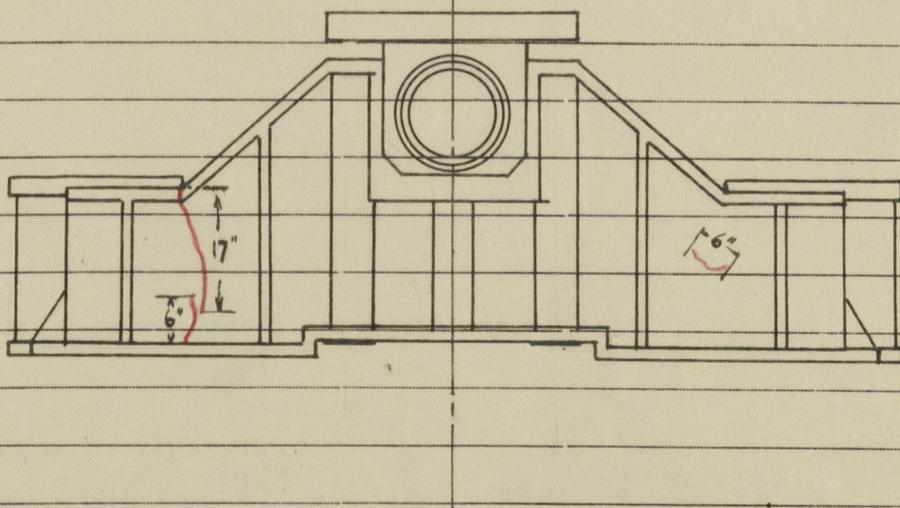


2 CRACKS REPAIRED BY WELDING EARLIER AND WELDS FOUND TO HAVE FAILED 19-4-1952

STARBOARD ENG.



VIEW LOOKING AFT IN DIRECTION OF "A"



G. G. Wilson
 SURVEYOR TO LLOYD'S REGISTER
 NEWCASTLE-ON-TYNE

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