

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

(Received at London Office)

22 FEB 1950

Date of writing Report 1st February 1950 When handed in at Local Office 19 Port of Amsterdam

No. in Survey held at Amsterdam Date. First Survey 2nd January Last Survey 25th Jan. 1950

Reg. Book. 10848 on the Machinery of the Wood, Iron or Steel Steamer "GLADYS MOLLER" (No. of visits 11)

Tonnage { Gross 10712 Vessel built at Chester, Pa. By whom Sum S.B. & Drydock Co. When 1944
 Net 6408 Engines made at Elliot & Co. By whom Elliot & Co. When 1944
 Nominal {
 Horse Power {
 No. of Main Boilers {
 No. of Donkey Boilers {
 Steam Pressure—
 in Main Boilers {
 in Donkey Boilers {

Boilers, when made (Main) _____ (Donkey) _____

Owners Moller Line Ltd. Owners' Address _____
 Managers Mollers' Ltd. (If not already recorded in Appendix to Register Book.)
 # Surveyed Afloat and in Dry Dock N.D.S.M. Port London Voyage Aruba.

(State name of Dock.)

Last Report No. _____ Port _____

Particulars of Examination and Repairs (if any) Classification Survey
BS and part MS

Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be briefly summarised at the end of the report. State also the dates and initials of any letters respecting this case. S. 23-12-49

in damage cases 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 _____

was a damage report made by anyone else? If so, by whom? _____

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

" " Donkey " " " _____

not, state for what reasons _____

What parts of the Boilers could not be thus thoroughly examined? _____

What special 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? _____

State latest date of internal examination of each boiler 12/1 Starb. boiler 17/1 Port boiler

Did the Surveyor examine the Safety Valves of the Main Boilers? yes

To what pressure were they afterwards adjusted under steam? 480 lb.

Did the Surveyor examine the Safety Valves of the Donkey Boilers? yes

To what pressure were they afterwards adjusted under steam? _____

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

and of the Donkey Boilers? _____

Did the Surveyor examine the drain plugs of the Main Boilers? yes

and of the Donkey Boilers? _____

Did the Surveyor examine all the mountings of the Main Boilers? yes

and of the Donkey Boilers? _____

Is 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? no

Is shaft now been changed? yes

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 _____

State the wear down in the

tern bush 4.5 mm

Is electric light and/or power fitted? yes

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? yes

Is the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? please see Rpt. 13

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done. The main thrust block remains to be

repaired to complete the Classification Machinery Survey. It has been arranged with the Owner's Super-
tendent that this will be done at first available opportunity.

First Entry Reports 4a - 4d - 5c and 13 have been prepared with the aid of the available plans on board and photostat copies of typical reports (being furnished by the head office) and are awarded herewith.

Attention has been paid to the items embodied in Circulars Nos 1871 and 1904, which have been read and made in order.

Vessel placed in dry dock; bronze propeller and outside fastenings examined and found in order.

Cast steel main circulating lower inlet valve, being wasted, has been replaced by a new one (supplied by the Owner - cast steel - being found marked: LLOYD TEST 150 LBS N°7763 SS. 15-8-49).

Please see Continuation sheet.

General Observations, Opinion, and Recommendation:— The machinery is in a good condition.

(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, BS 9.11, B&MS 9.11 to LMC 9.11 or LMC 140 lb., FD, &c.)

am of opinion that this vessel's machinery merits the approval of the Committee and may be assigned in the Register Book with records of LMC (with date) when the main thrust block has been examined, and BS. 1.50.

A spare impeller shaft for main circulating pump remains to be supplied.

Fee (per Section 29) £ 350.- Fees applied for 20. 2. 1950

ENTRY Fee (if any) £ 400.-

(per Section 29.)

Printing expenses (if chargeable) £ 9.50

Received by me, _____

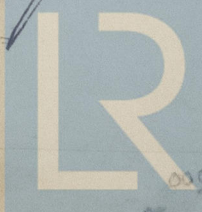
Committee's Minute _____

FRI. 14 APR 1950

igned _____

B.S. 1.50

Engineer Surveyor to Lloyd's Register of Shipping.



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machinery of the S/S "GLADYS MOLLER"MAIN MACHINERY

Main turbine entirely opened out and examined; found stator-halves with guide blades, main labyrinths and adjusting block with accessories in good condition; all labyrinths of diaphragms, being worn, have been renewed.

An entire new rotor with belonging bearings has been fitted (being supplied with ABS Certif. N° PH.34474. Pittsburgh, 2-12-49, copy of which is forwarded herewith). The equilibrium of this rotor has been verified and found in order.

After fitting of this rotor the alignment rotorshaft/generator shaft was verified and found satisfactory.

Casing of propelling motor opened and spider of same examined (for eventual typical cracks). Found spider efficiently reinforced by doubling plates (from boss to circumference) at both sides, fitted with reamed bolts. It appeared that formerly cracks had occurred in the circumference of the spoke plating, which had been welded at the time. No new cracks could be discovered this time. Intermediate shaft examined and found with bearing in good condition.

N°2 Turbo Generator (outboard): Turbine and gearing entirely opened out, all parts examined and found in satisfactory condition.

SUNDRIES:

The following auxiliaries have been entirely opened out, all parts examined and found or made in order:

Main circulating pump (vert. centrif. new spare impeller left with impeller fitted) — Forward turbo feed pump entirely (adjusting collar with accessories of turbine renewed) — Pump of Aft turbo feed pump — Auxiliary feed pump (Simplex) — Forew. Bilge pump (rotary - bronze liner of pump casing renewed, rotary block with shaft skimmed & bearings renewed) — both Evaporator feed pumps (rotary) — Ballast/Fire pump in Forew. pumproom (Duplex) — all 3 electric driven boiler fans (the centre one of them being stand-by).

Both F.O. heaters and both main lubricating oil coolers opened, cleaned, examined, hydr. tested and found in satisfactory condition.

Seawater evaporator opened out, cleaned, coils annealed & hydr. tested, all parts examined and found in good condition.

Freshwater evaporator opened out, cleaned, new coils fitted, all parts examined and found in good condition.

Both evaporators afterwards tried under steam and their safety valves adjusted.

Bilge-, Ballast- & Oil fuel pumping arrangement examined and found in a satisfactory state of upkeep, and in accordance with the plans on board.

Machinery spare gear examined and found complete, with exception of a spare impeller shaft for main circulating pump (now being used); a new spare impeller shaft has meanwhile been ordered by the Owner.

machinery of the S/S "GLADYS MOLLER"

Fire extinguishing arrangements examined and found satisfactory with exception of one item which now has been amended in compliance with Section XX cl. 8, viz: The steam smothering arrangement for the main boilers is supplied from the 70 lbs auxiliary steam line, each boiler having its separate perforated smothering pipe line, the control valves of which being fitted however on the stokehold platform, behind the Bailey Meter automatic F.O. burning control panel (thus between panel and E room bulkhead). The 2 existing control valves (being not suitable for alteration) have now been replaced by new straight valves, having extended spindles through the E room bulkhead, and handwheels as well in the E room as locally on the stokehold.

Both main boilers examined internally and externally and found with their superheaters in a satisfactory state of upkeep. 360 air heater tubes of Sterb. boiler (part of them being corroded) have been renewed. All boiler mountings and safety valves opened out, examined and found or made in order. Boilers afterwards tried under steam and found with the F.O. burning plant in good working order; their safety valves have been adjusted.

On completion of the survey the machinery has been tried under full load for several hours with satisfactory results.

[Signature]