

# Lloyd's Register of Shipping.

95, Bothwell Street,

Glasgow, C.2.

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11 APR 1949

ANSD.....

8th April, 1949.

Dear Sir,

With reference to my telephone conversation with Mr. Perris this afternoon respecting the m.v. "GLADYS MOLLER", I have to acquaint you that the British Corporation state that this vessel has been under Survey at Bombay for machinery repairs between March 1948 and February 1949, and she stands in their Register Book "Class Pending".

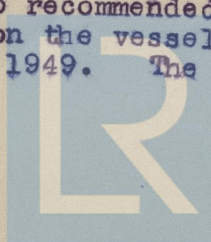
No part of the Special Survey of the hull has been held for classification, but the following parts of the machinery have been examined, namely:-

Main Turbo Alternator, Propulsion Switch Gear,  
Two Main Boilers, Propeller, Screwshaft, Sea Cocks,  
Main Condenser, Auxiliary Condenser, No. 1 Turbo  
Generator (Turbine only), Emergency Generating  
Engine and the following pumps - Circulating,  
Condensate (2), Oil Fuel Service (2), Oil Fuel  
Transfer (2), Fire (2), Sanitary (2), Bilge (2),  
Oil Cargo (3), Main Feed (2) and Lubricating Oil (Rotary)  
(1).

The following items remain to be dealt with:-

Main Propulsion Motor, Intermediate Shafting including  
Thrust Block and Shaft, No. 1 Auxiliary Generator and  
Exciter, No. 2 Auxiliary Turbine Generator and Exciter,  
Auxiliary Electrical Equipment, Transformers, Evaporators,  
Forced Draught Fans, Pumping Arrangements, Steering Gear,  
Windlass and the remaining pumps (if any).

The Bombay Surveyor also recommended that the Main Turbine Rotor be re-examined on the vessel's arrival in the U.K. or before the end of May 1949. The condition of this Rotor/



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Rev. "GLADYS MOLLER"

8th April, 1949.

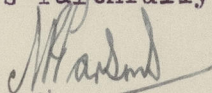
Rotor was not very satisfactory. The Rotor Shafting was found to be 3,000 - 4,000 out and the Rotor still vibrated violently at 3,350 r.p.m. although attempts were made in Bombay to straighten the rotor by heating. A service speed of 3,100 r.p.m. was recommended for the voyage to the U.K. The first seven rows of the blading are perforated in parts.

It was also recommended by the Bombay Surveyor that the Main Circulating Low Suction Valve Chest, which is heavily corroded at the forward branch-piece, be renewed at the first opportunity.

A No. 1 type Special Survey requires to be carried out on the hull.

I may say that a copy of this letter is being forwarded to the Society's Surveyors at Southampton.

I am, Dear Sir,  
Yours faithfully,



pro Secretary to the  
Glasgow Committee.

Secretary,  
London.



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Referred to Mr. Perris.

R.D.

Question about spec.

has been sent to the

Library

Albion, N.Y.

the year 1881

of information listed at end of each of these to show a clear and complete picture

no two persons at or working at same place

at same time

the year 1881

the year 1881

the year 1881



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