

DUPLICATE

The British Corporation Register of Shipping and Aircraft.

OFFICE:
100, FORT STREET,
BOMBAY.

Port of Bombay,

TELEPHONE 24045.
GRAPH. "ERICHARD"

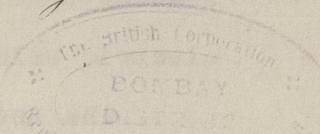
32, Nicol Road, Ballard Estate,

Registration NO: I/976.

Oil Carrier "Glady's Moller".

Bombay, 26th February 1949

The Undersigned J. J. WALMSLEY



Surveyor to this Corporation did at the request of Messrs.

Finlay & Co., Ltd., attend the S.S. "Glady's Moller" of London,

Registration No: 181799, Gross 10712 Tons, while the vessel lay in Hughes

Dock, Bombay, on the 8th February, 1949 and on subsequent dates

afloat in Bombay Harbour, relative to Dry-docking and Annual Survey

and reports as follows :-

The vessel entered Hughes Dry-dock on the 7th February, 1949,
and undocked on the 12th February, 1949.

The bottom was foul with barnacles and was thoroughly scraped,
and cleaned, and all wasted parts of seam welding and several pit
holes were cleaned out and built up with electric welding.

The bottom plating paint was scored and broken off in places
indicating that the vessel had touched bottom or a submerged object
at some time and place unknown, but no distortion of the bottom
plating was noted other than the slight distortion which is generally
associated with the welding process during construction.

The Port Bilge Keel was slightly set up over a length of six (6)
feet about fifteen (15) feet from the forward end. (No action was
deemed necessary).

The Starboard Bilge Keel was slightly wavy in places, but
this was considered negligible damage.

The Stem and Stern Frame were in good order.

The Stern plating, stern frame and Rudder were chipped to bare
metal and subsequently coated with Appexior. Eight zinc Plates were
newed on the Stern Frame.

(OVER).

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(7) The Rudder was drained of water and wasted spots on leading edge and side plates were cleaned out and built up with electric welding.

The Keel plates were removed from the gudgeons and Rudder Bushings were found in order.

The Rudder was not lifted. Bush clearance 40/1000, Brace clearance 1-5/8".

(8) The Tail Shaft was drawn and the sea-connections were up for inspection by the Engineer Surveyor, who will issue separate report.

(9) For details of Collision damage to port side shell in way of Transverse Frame No: 81, stated to have been done by H.M. Tug "Assiduous" at Aden on the 31st March, 1948, Bombay Collision Damage Report NO: I/764, dated 12th Feb.

(10) The Anchors and Cables were not ranged in Dry-dock as no steam available on board, and sufficient air pressure not be obtained from shore, although an attempt was made to operate the windlass by compressed air while in dry-dock. The Starboard Anchor Shackle pin was put in good order.

(11) "P" & "G" Strakes were chipped to bare metal and coated with red lead, and the vessel received one touch up coat of Anti-corrosive and one full coat each Anti-corrosive, Anti-rust and boottopping paint and the draught marks were repainted. Load Line Marks were checked and re-painted.

(12) All hatch coamings and hinged steel covers were chipped internally to bare metal and coated with oil, and the worm screws for operating the steel covers were cleaned and overhauled.

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(3) Cracks in the Bulkhead plating between NO: 4 and 5 Centre tanks and No: 7 and 8 Centre Tanks were veed out and built up with electric welding and subsequently water tested with a head of water to the top of the hatch coamings and proven water-tight.

(4) All cargo tank valves were tested and found or placed in good order.

(5) The water-tight doors and closing appliances in superstructure bulkheads and pump rooms were overhauled and put in good order.

(6) Engine Room Skylight :- The original baffle plate openings of the skylight were removed and replaced by two large hinged steel doors mounted on a new bed plate which was fitted to the top of the skylight, and four (4) small hinged steel doors, (two on each side) were fitted to the sloping top sides of the skylight casing. The skylight doors were fitted with glasses and the hinge pins of the doors were of brass.

(7) A small galley skylight was fitted on the port side after end of the deck house above the poop structure and two new ventilators were also fitted to this galley. The ventilator coamings were 4'-6" high by 12 inches internal diameter and were made of 1/4 inch plating, which projected through the bevelled deck plating and was welded on top, and with a sealing run of welding below. A six inch high doubling collar was then fitted and welded around the bottom of the vent coamings. Ventilator Cowls were also fitted and wooden plugs and canvas covers supplied.

(8) For particulars of Annual Survey see Annual Report NO: I/975, dated 24th February, 1949.

(9) Also see Engineer Surveyor's report upon Machinery Survey. The Load Line Certificate and copy No. 2894 were endorsed on 24-2-49.

Rs. 150/-
Rs. 20/-
Total:- Rs. 170/-

J. J. Walsby
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SURVEYOR TO THE BRITISH
CORPORATION REGISTER OF SHIPPING AND
AIRCRAFT, BOMBAY, INDIA.
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