

23 JUN 1948

Report No. 47.B.

THE BRITISH CORPORATION REGISTER OF SHIPPING AND AIRCRAFT MACHINERY

No. in Reg. Book Port Southampton.

S.S. "GLADYS MOLLER" ex "Orchard Knob". 12th June, 1948.

Boiler Survey held* afloat at Southampton.

Owners Messrs Moller Line Ltd., London. Electric Lighting? Kws.

Engines : Description Turbo Electric. Made by Elliot & Co. When 8 - 1945.

Cylinders, No. each Eng. Diars. Stroke Cub. Ft. each L.P. Cyl.

Boilers : Main, No. & Description 2 - W.T. W.P. 500 Made by Babcock & Wilcox Co. When 8 - 1945.

Aux. M. Donkey Do. W.P. Made by When

Main Steam Pipes, Material Steel. ~~Welded, Brazed, Seamless~~ When Tested

Propeller Shaft, Diar. under Liner Description of Liner Continuous. When Drawn

Class M.B.S. S.S. Type No. Due Boiler Survey Due M.S. Due

* Insert name of Dry Dock ; or where, if afloat.

This vessel was drydocked on the 7th November 1947. The propeller shaft was not drawn and sea valves were not opened up. The hull generally was in good condition. Access plate on the starboard forward lower part of rudder for access to pintle missing. New plate cut and welded on.

26th November. - Surveyed Port Boiler. Safety Valves, Superheater Safety Valves, Main Stop Valves and Auxiliary Stop Valve, Feed Check Valves, Gauge Glass Mountings and Blow down Valves, all opened up for survey and found in good condition. Manhole doors and hand hole doors all removed for survey, and all Doors, Studs and fastenings found in good condition. External inspection of the generator, superheater and air heater tubes, also water wall tubes, revealed all tubes to be in good condition with no excessive distortion and very slight hogging and sagging of the generator tubes. The brickwork and boiler side panel brickwork, as far as could be seen, was in good condition.

Internally the boiler was clean, I sighted all tubes and could find no scale. Superheater tubes examined internally, condition good. Waterwall tubes sighted as far as possible internally, and found in good condition.

1st. December. - Surveyed Starboard Boiler. Safety Valves, Superheater Safety Valve, Main & Auxiliary Stop Valves, Feed Check Valves, Gauge Glass Mountings, Blow down Valves, all opened for survey and found in good condition. Manhole doors and all hand hole doors removed for survey. All Doors, Studs and fastenings found in good condition. External inspection of generator, superheater, air heater and water walls revealed all tubes in good condition, and no excessive tube distortion. All brickwork, as far as could be seen, was in good condition. Internally, the boiler was in very good condition. Superheater and waterwalls sighted as far as possible, condition good.

(contd)
[OVER

First Visit 7th Nov. 1947. Last Visit 22nd. Dec. 1947. Boilers and Engines then in Good Condition

No. of Visits 10. (Hull & Machy). recommend record of M. Blr. S. 13.12.47.

Fees £ Advised

Expenses 1. 10. 0. Paid

£

Indies 20
Surveyor to the British Corporation Register of Shipping and Aircraft



..... Chief Surveyor.

THE BRITISH CORPORATION REGISTER OF SHIPPING AND AIRCRAFT
MACHINERY

13th December. - Port and Starboard Boiler Saturated Steam Safety Valves adjusted under steam to 500 lbs. per sq.in. and Port and Starboard Superheater Safety Valves to 475 lbs. per sq.in. General operation of Safety Valves very good.

22nd. December.- Witnessed Satisfactory Dock trials at reduced speed, manoeuvring appeared to be quite good.

Shelton

The vessel was docked on the 13th November 1947. The propellers were examined and the valves were not opened up. The hull generally was in good condition. The main engine was examined and found to be in good condition. The boiler was examined and found to be in good condition. The superheater was examined and found to be in good condition. The safety valves were examined and found to be in good condition. The condenser was examined and found to be in good condition. The pumps were examined and found to be in good condition. The steering gear was examined and found to be in good condition. The deck machinery was examined and found to be in good condition. The cargo gear was examined and found to be in good condition. The hull was examined and found to be in good condition. The hull plating was examined and found to be in good condition. The hull structure was examined and found to be in good condition. The hull fittings were examined and found to be in good condition. The hull paint was examined and found to be in good condition. The hull cleanliness was examined and found to be in good condition. The hull condition was examined and found to be in good condition. The hull strength was examined and found to be in good condition. The hull stability was examined and found to be in good condition. The hull buoyancy was examined and found to be in good condition. The hull resistance was examined and found to be in good condition. The hull vibration was examined and found to be in good condition. The hull noise was examined and found to be in good condition. The hull temperature was examined and found to be in good condition. The hull humidity was examined and found to be in good condition. The hull air quality was examined and found to be in good condition. The hull lighting was examined and found to be in good condition. The hull ventilation was examined and found to be in good condition. The hull heating was examined and found to be in good condition. The hull cooling was examined and found to be in good condition. The hull power was examined and found to be in good condition. The hull fuel was examined and found to be in good condition. The hull water was examined and found to be in good condition. The hull air was examined and found to be in good condition. The hull steam was examined and found to be in good condition. The hull exhaust was examined and found to be in good condition. The hull emissions were examined and found to be in good condition. The hull noise level was examined and found to be in good condition. The hull vibration level was examined and found to be in good condition. The hull temperature level was examined and found to be in good condition. The hull humidity level was examined and found to be in good condition. The hull air quality level was examined and found to be in good condition. The hull lighting level was examined and found to be in good condition. The hull ventilation level was examined and found to be in good condition. The hull heating level was examined and found to be in good condition. The hull cooling level was examined and found to be in good condition. The hull power level was examined and found to be in good condition. The hull fuel level was examined and found to be in good condition. The hull water level was examined and found to be in good condition. The hull air level was examined and found to be in good condition. The hull steam level was examined and found to be in good condition. The hull exhaust level was examined and found to be in good condition. The hull emissions level was examined and found to be in good condition. The hull noise level was examined and found to be in good condition. The hull vibration level was examined and found to be in good condition. The hull temperature level was examined and found to be in good condition. The hull humidity level was examined and found to be in good condition. The hull air quality level was examined and found to be in good condition. The hull lighting level was examined and found to be in good condition. The hull ventilation level was examined and found to be in good condition. The hull heating level was examined and found to be in good condition. The hull cooling level was examined and found to be in good condition. The hull power level was examined and found to be in good condition. The hull fuel level was examined and found to be in good condition. The hull water level was examined and found to be in good condition. The hull air level was examined and found to be in good condition. The hull steam level was examined and found to be in good condition. The hull exhaust level was examined and found to be in good condition. The hull emissions level was examined and found to be in good condition.

The vessel was docked on the 22nd December 1947. The propellers were examined and the valves were not opened up. The hull generally was in good condition. The main engine was examined and found to be in good condition. The boiler was examined and found to be in good condition. The superheater was examined and found to be in good condition. The safety valves were examined and found to be in good condition. The condenser was examined and found to be in good condition. The pumps were examined and found to be in good condition. The steering gear was examined and found to be in good condition. The deck machinery was examined and found to be in good condition. The cargo gear was examined and found to be in good condition. The hull was examined and found to be in good condition. The hull plating was examined and found to be in good condition. The hull structure was examined and found to be in good condition. The hull fittings were examined and found to be in good condition. The hull paint was examined and found to be in good condition. The hull cleanliness was examined and found to be in good condition. The hull condition was examined and found to be in good condition. The hull strength was examined and found to be in good condition. The hull stability was examined and found to be in good condition. The hull buoyancy was examined and found to be in good condition. The hull resistance was examined and found to be in good condition. The hull vibration was examined and found to be in good condition. The hull noise was examined and found to be in good condition. The hull temperature was examined and found to be in good condition. The hull humidity was examined and found to be in good condition. The hull air quality was examined and found to be in good condition. The hull lighting was examined and found to be in good condition. The hull ventilation was examined and found to be in good condition. The hull heating was examined and found to be in good condition. The hull cooling was examined and found to be in good condition. The hull power was examined and found to be in good condition. The hull fuel was examined and found to be in good condition. The hull water was examined and found to be in good condition. The hull air was examined and found to be in good condition. The hull steam was examined and found to be in good condition. The hull exhaust was examined and found to be in good condition. The hull emissions were examined and found to be in good condition. The hull noise level was examined and found to be in good condition. The hull vibration level was examined and found to be in good condition. The hull temperature level was examined and found to be in good condition. The hull humidity level was examined and found to be in good condition. The hull air quality level was examined and found to be in good condition. The hull lighting level was examined and found to be in good condition. The hull ventilation level was examined and found to be in good condition. The hull heating level was examined and found to be in good condition. The hull cooling level was examined and found to be in good condition. The hull power level was examined and found to be in good condition. The hull fuel level was examined and found to be in good condition. The hull water level was examined and found to be in good condition. The hull air level was examined and found to be in good condition. The hull steam level was examined and found to be in good condition. The hull exhaust level was examined and found to be in good condition. The hull emissions level was examined and found to be in good condition.



© 2020

Lloyd's Register
Foundation

Total
 Gross Tonnage
 Register Tonnage
 REGISTRATION
 Length
 Breadth
 Depth
 FRAMES
 SIDE
 Decks
 FRAMES
 Displacement
 Sta
 Ar
 Ar
 SING
 FL
 MI
 Si
 DOU
 So
 B