

## Rpt. 9

Date of writing report 5-10-56

Survey held at Capelle 4a 42nd

Received London

22 OCT 1956

No. of visits 11

Port

Rotterdam

No. 42208.6

First date

12-4-56

Last date

25-9-56

## REPORT OF PERIODICAL SURVEYS &amp; REPAIRS OF MACHINERY

No. in R.B. 11466 S.S. Name M.V.

Owners J. Wharton (Shipping) Ltd. Managers

Engines made 1939 By Humboldt Deutz mot.

No. of Main Engines 1 No. of Screws 1

No. of Main Boilers 1 W.P. 1

No. of Aux./Donkey Boilers 1 W.P. 1

Surveyed Afloat or in Dry Dock both

Nature of Survey Cond. LMC fitting New Eng. &amp; T.S.

Was Damage Report issued? Int. Cert.?

Last Report (For Head Office only)

Gross tons 360 Date of build 1939

Port of Registry Golt

Type 4 S.P. M.V. 100

Records of Survey &amp; Special Notations as per Register Book

Hull

Machinery

+100A1  
dock 8.55  
in 9.00 - 8.57+LMC CS 8.57  
T.S. 10.54 0.9

The condition of any of the following items is to be described as "good" only when the part has been examined, found or placed in good condition, and is considered to be acceptable until the due date of the next Periodical Examination. Where it is considered that re-examination or repairs should be effected before the due date of the next Periodical Examination a distinguishing mark thus † should be inserted against the item and the circumstances and action recommended described fully under "defects and repairs". At part or complete Special Surveys those items which are not applicable to the ship should be cancelled with a black line; this need not be done when the machinery is on a continuous survey basis. When any part has been subjected to pressure test this should be stated. Engine parts when referred to by numbers should be counted from forward.

DOCKING Propellers good Wear Down of Stern Bushes a fit Oil Glands good Sea Connections good

Fastenings good Has Screwshaft/Tubeshaft been drawn? yes Date of Examination 25-7-56 Has Shaft been changed? yes

Has Shaft now fitted been previously used? no Has Shaft now examined/fitted a continuous liner? no Approved oil gland? yes

MAIN ENGINES (Recip. Steam or I.C.) PORT STARBOARD

1 Cyls., Covers, Pistons &amp; Rods

2 Valves &amp; Gears

3 Connecting Rods, Top Ends &amp; Guides Side New Engine Centre DEUTZ TYPE RV6 M 545

4 Crankpins &amp; Bearings Side 500 B.H.P. Centre

5 Journals &amp; Bearings

MAIN ENGINE DRIVEN AIR COMPRESSORS

6 Cyls., Covers, Pistons &amp; Rods NEW

7 Connecting Rods &amp; Top Ends

8 Crankpins &amp; Bearings

9 Journals &amp; Bearings

10 Coolers &amp; Safety Devices

MAIN ENGINE DRIVEN SCAVENGE PUMPS

11 Cyls., Covers, Pistons &amp; Rods

12 Connecting Rods &amp; Top Ends

13 Crankpins &amp; Bearings

14 Journals &amp; Bearings

15 Levers

16 SCAVENGE BLOWERS

17 SUPERCHARGERS

MAIN TURBINES

18 Casings, Rotors, Blading, Bearings &amp; Thrusts

19 EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)

20 STEAM COMPRESSORS

21 CLUTCHES &amp; HYDRAULIC COUPLINGS

22 REDUCTION GEARING

23 THRUST BLOCKS, SHAFTS &amp; BEARINGS NEW

24 INTERMEDIATE SHAFTS &amp; BEARINGS NEW

25 HOLDING DOWN BOLTS &amp; CHOCKS good

26 CONDENSERS (MAIN &amp; AUX.)

27 STEAM RE-HEATERS

28 DE-SUPERHEATERS

29 STOP &amp; MANOEUVRING VALVES

30 MAIN ENGINE DRIVEN PUMPS NEW (Circ. pump; bilge pump; lub oil pump; Fuel oil pump)

31 CRANKCASE DOORS &amp; EXPLOSION RELIEF DEVICES good

Have Main Engines been tested working and manoeuvring? yes good

OPINION OF MACHINERY AND RECOMMENDATIONS

The machinery of this vessel is in good condition and eligible in my opinion to remain as cleared with fresh record of +LMC CS 9.56 (NEW ENGINE) and notation T.S. NEW 9.56 0.9

Date of Committee

TUESDAY 18 DEC 1956

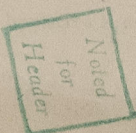
Decision

+LMC 9.56

SN 7.56

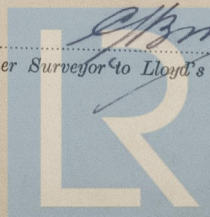
+NE 9.56

30m, 5.54. T.



CERTIFICATE WRITTEN

Engineer Surveyor to Lloyd's Register of Shipping



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Lloyd's Register Foundation

011251-011258-0194 1/2

If certificate is required state where to be sent. Address



32 Essential Independent Pumps (Identify by position) *bilge/ballast pump: main lub oil pump - good*

33 Bilge, Ballast & Oil Fuel Suction Lines, Fittings & Controls *good*

34 Have the remaining Piping Arrangements & Fittings in the machinery space been examined as considered necessary? *yes, good*

35 Fresh Water Coolers *none* 36 Lub. Oil Coolers *none* 37 Heaters (state service) *good*

38 Independent Air Compressors, Coolers & Safety Devices *good* 39 Air Receivers & Safety devices—Main (3) *none* 40 Auxiliary *good*

41 Oil Fuel Tanks (Not forming part of hull structure) *good* 42 Have Evaporator Safety Valves been tested under steam? *good*

43 Evaporators *good* 44 Windlass *good* 45 Fire Extinguishing Arrangements *good*

46 Steering Machinery *good*

AUXILIARY ENGINES (Identify by position) *both good*

ELECTRICAL EQUIPMENT		AUXILIARY EQUIPMENT	
PROPULSION	PORT	STARBOARD	
a Generators		1 Generators & Governors	<i>good</i>
b Exciters		2 Motors	
c Air Coolers		3 Switchboards & Fittings	<i>good</i>
d Motors		4 Circuit Breakers	
e Air Coolers		5 Cables	<i>good</i>
f Control Gear, Cables, etc.		6 Insulation Resistance	<i>good</i>
g Insulation Resistance		7 Steering Gear Generators and Motors	
h Insulating Oil Test		8 Navigation Light Indicators	<i>good</i>
i Overspeed Governors			
j Magnetic Couplings			
k Air Gap			

BOILERS OPENED UP & EXAMINED (Identify by position and state latest date of internal examination of each boiler)

MAIN

Superheaters

Safety Valves

Mountings, Doors & Fastenings

Safety Valves Adjusted to: Sat. Sph.

Boiler Securing Arrangements

Main Economisers

Exhaust Gas Heated Economisers

Steam Heated Steam Generators

Steam Generator Safety Valves Adjusted to

Were Oil Burning System & Remote Controls examined working in accordance with Rules? Forced Circulating Pumps

Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules? Funnel

EXAMINATION & TESTING OF STEAM PIPES (State material)

Main

Auxiliary (over 3 in. bore)

Were Copper Pipes annealed? Have Saturated Pipes in cylindrical boiler smoke boxes been tested?

PARTICULARS OF DEFECTS & REPAIRS, ETC. (Damage repairs should be detailed separate from wear and tear repairs; state what action has been taken regarding items which are subjects of class)

*M/S. Crankshaft found fractured in way of No 5 crank forward web now done.*

*A new engine built type RV 6 M 545 No 1804455-60 built under special survey. C&A attached. Now satisfactorily installed in the vessel. Full sea trials held with satisfactory results.*

*Straight shipping renewed in accordance with approved plan.*

*Abol. Surveyor's (Piston) C&A attached.*

*A new steel iron propeller has now been fitted as a temporary measure (plan on our letter dated 9-10-56). C&A attached.*

*Fid of shaft kept in position examined and found good.*

*Insulating shipping air receiver now replaced by 3 new.*

*Oil receiver made under special survey. C&A attached.*

*Fresh cooling water system including Fresh cooling water pump held under special survey. Now installed in the vessel with approved plan and Surveyor's letter.*

LEAVE THIS SPACE BLANK

50% Special Survey fees *190.-*

50% Installation *110.-*

Electricity *65.-*

Damage fee *20.-*

Expenses... *30.-*

Date when A/c rendered... *16-10-56*

Rpt. 9a

Port of

Continuation of Report No.

dated *5-10-56* on the

*M/S "GLADONIA"*

*The electrical installation has been completely overhauled and placed in an efficient condition.*

*A new harbor generator set driven by a 1 cpl. diesel eng. (No 3874 LD 15 3.5 HP. at 1800 RPM) air cooled, replacing the battery has now been installed.*

*The engine has not been constructed under special survey, but has been examined throughout and found under full working conditions and found satisfactory.*

*Survey minor repairs carried out to Auxiliary Machinery.*

*Note: The M/S Crankshaft was found fractured.*

*LLOYDS DSE 14.866 1-8-55*

*The cyl block was found fractured.*

*LLOYDS TEST 6 ATO 13-10-55*