

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

No. 56114

Date of writing Report. 8th. Apl. 1948 When handed in at Local Office. 8 April 1948 (Received at London Office 20 MAY 1948)
 No. in Reg. Book. Survey held at. CARDIFF Port of CARDIFF
 37106 on the Machinery of the ~~KONNELL~~ Steel. "BALTCON" Date. First Survey. 19 Dec. Last Survey. 25 Mar. 1948 (No. of Visits. 2)

Tonnage { Gross 1570 Vessel built at OSLO By whom NYLANDS VAERKSTED Year. Month.
 Net 915 Engines made at OSLO When 1922
 Nominal 186 Boilers, when made (Main) 1922 By whom NYLANDS VAERKSTED When 1922
 Horse Power 2 Owners. KONNELL S.S.CO.LTD. (Donkey) -
 No. of Main Boilers 2 Managers. JOHN CARLEOM & CO.LTD. Owners' Address -
 No. of Donkey Boilers 1 in Main Boilers. 180lbs. Surveyed Afloat & in Dry Dock. JUNCTION DRY DOCK & EAST DOCK. Port. HULL. Voyage -
 in Donkey Boilers. - (State name of Dock.)

Last Report No. Port

Particulars of Examination and Repairs (if any) Docking, T.S., Damage L.M.C. (Class contpltd.) & S.R.L.
 Periodical Surveys, when held, must be reported in detail and serialim 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.

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 not required.
 Was a damage report made by anyone else? If so, by whom? Salvage Association.
 Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? yes

If not, state for what reasons.

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. Port 2.1.48 Stbd. 24.2.48

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

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

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

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

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

Has the screw shaft now been drawn and examined? yes

Has shaft now been changed? yes

If so, state reasons. shaft fractured at inner end of keyway

Is an approved oil retaining appliance fitted at the after end? -

stern bush close

Is electric light and/or power fitted? yes

State date of examination of Screw Shaft. 23.12.47

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? yes

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

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

Damage stated to have been caused by grounding off Nya-Karleby 21.10.47 and heavy weather on voyage between Nya-Karleby and Tyne on 25th. & 26th. November 1947.

Now done for Grounding:- Vessel placed in dry dock, propeller, stern bush and sea connection fastenings examined. Sea cocks and valves opened out and examined, windlass examined, Propeller shaft drawn in and examined found fractured at inner end of keyway. New shaft now fitted, report 7 attached.

Heavy Weather:- Examined main engine cylinders, pistons, slide valves, valve chambers, crank and thrust shaft and bearings, attached circulating pump, ballast pump, General service pump, main condenser (tested) dynamo engine and electric installation (megger tested). Port boiler examined internally and externally with its safety valves, mountings, manhole doors and fastenings.

Now done for L.M.C:- Vessel placed in dry dock, propeller, stern bush and sea connection fastenings examined.

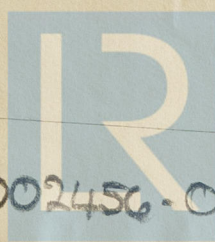
Tail shaft drawn in and examined.

General Observations, Opinion, and Recommendation:- The Machinery of this vessel as now seen is eligible in our opinion to be classed with notation L.M.C. 3,48, TS(CL)N12,47 and 2 S.B. 180lbs., subject to the Starboard boiler shell plate in way of blow down valve be specially examined at next B.S.

Survey Fee (per Section 29) see letter attached £ 32 - -
 Special Damage Repair Fee (if any) (per Section 29.) £ 18 18 0
 Travelling expenses (if chargeable) £ : :
 Fees applied for 19
 Received by me, 19

Committee's Minute
 Assigned
 FRI. 11 JUN 1948
 See F.E. mch. rpt.

W.E. Davies & Samuel W.E. Paton
 Engineer Surveyor to Lloyd's Register of Shipping.



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S.S. "BALTCON"

Sea cocks and valves opened out and examined.

Examined main engine cylinders, pistons, slide valves, valve chambers, crank, thrust intermediate shafts and bearings, main condenser (tested) main attached pumps, auxiliary pumps, pumping arrangements, dynamo engines, electrical equipment examined and megger tested as per Rule, steering engine and windlass, Main steam pipes (steel) examined and tested to Rule Requirements.
Dynamometers tried under working conditions and governors tested.
Main engines tried under working conditions and found satisfactory.
Main boilers examined internally and externally with their safety valves, mountings, manhole doors and fastenings.
Safety valves adjusted under steam to the pressure stated overleaf.

REPAIRS:-

M.P. valve and false face machined.
New Worthington feed pump fitted No.5045167.
Non-return valves fitted to bilge line of pumping arrangements
Existing safety valves on P.& S. boilers replaced by Cockburns high-lift type Diaphragm valves 2 1/2" Chest stamped L L O Y D ' S TEST
400lbs. 4.4.46
H.M.

Accumulation test carried out to Rule Requirements on Port & Starboard boilers.
Terminal valves of water gauge of starboard boiler replaced by cocks. Water gauge glass standards renewed.

S.R.L:-

Examined corrosion of shell plate in way of blow down valve, on starboard boiler and found to remain efficient meantime, it is recommended that this corrosion should be again examined at next B.S.

REI

Date of writing

No. in Series

Reg. Book

3706

Built at

Engines made

Boilers made

Registered

Nom. Horse

Trade for which

ENGINES,

Dia. of Cylinders

Crank shaft,

Intermediate

Tube Shafts,

Bronze Liners

propeller boss.

If the liner does

If two liners are

at

Propeller, dia.

Feed Pumps

Bilge Pumps

Feed } No. and

Pumps } How

Ballast Pumps

Are two independent

Bilge Pumps

In Pump Room

Main Water C

No. and size

Are the Bilge S

Are all Sea Co

Are they fixed s

Are they each f

What Pipes pa

What pipes pa

Are all Pipes,

Is the arrange

compartment to

MAIN BOIL

Which Boilers

No. and Descri

IS A REPC

IS A DON

Can the donkey

PLANS. A

Superheaters

Has the spare g

State the princ

The fo



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