

COPY

## LLOYD'S REGISTER OF SHIPPING

UNITED WITH THE BRITISH CORPORATION REGISTER



Port of Narvik,

3rd September 1957.

110047

## This is to Certify that

L. Tveit

the undersigned Surveyor to this Society did at the request of Lloyd's Agent, Oslo, on behalf of the London Salvage Association, attend onboard the s.s. "BALTICO", 2391 tons gross, of Puerto-Limon, whilst lying afloat at Bodö on the 12th August, 1957 and subsequently, for the purpose of ascertaining the nature and extent of damage stated to have been sustained to the main engine on the 3rd August, 1957 whilst proceeding from West Hartlepool to Arkangelsk in ballast.

For further particulars see log books.

The damage was alleged to have been caused by two securing bolts in the I.P. piston top ring having started to unscrew and thereby breaking the I.P. cylinder cover. The ship was subsequently towed to Bodö by salvage boats.

Upon examination the following damage was found and repairs recommended without prejudice to the terms and conditions of insurance.

Found.

The main engine I.P. cylinder cover broken.

Recommended.

To be renewed.

The cover to be renewed of welded steel plates as cast iron cover can not be obtained within reasonable time. Studs for cover to be renewed.

cont.....

is issued upon the terms of the Rules and Regulations of the Society, which provide that:—

The Committees of the Society use their best endeavours to ensure that the functions of the Society are properly performed. It is to be understood that neither the Society nor any Member of any of its Committees is under any circumstances to be held responsible for any inaccuracy in any report or certificate issued by the Society or its Surveyors, or in any publication of the Register Book or other publication of the Society, or for any error of judgment, default or negligence of any of its Officers or Agents of the Society, or for any error of judgment, default or negligence of any of its Surveyors, or other Officers or Agents of the Society."

Found.

The I.P. cylinder top flange fractured in way of port opening.

Securing bolts for I.P. piston top flange damaged.

I.P. piston rod bent.

Recommended.

Fracture to be welded and doubling plate to be fitted underneath flange in way of port opening. New studs for cover in way to be extended through doubler and to be securely locked with nuts and pins.

All securing bolts to be renewed and securely locked and piston to be overhauled and checked.

To be renewed.

At owners' request agreed to same being temporarily repaired by cropping rod above crosshead fork and a new piece welded on, as new rod can not be obtained within reasonable time.

Further recommended the I.P. connecting rod to be removed and checked for alignment. The I.P. crank pin and bearings, top end bearings and the adjacent main bearings to be opened and checked.

The above recommendations were made with a view to placing the machinery in the same good and efficient condition as before the repairs and now completed to my satisfaction.

The repairers' bill for the above repairs has been sighted and amounts to Kr.32.699,24. This includes ab.Kr.3000.- in overtime and is considered to be a fair and reasonable price under the circumstances under which the yard had to carry out the repairs. The work was commenced on the 5th August and completed on the 19th August, 1957, and includes 15 working days.

Fee, incl.  
expenses, Kr.605.-



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Lloyd's Register  
Foundation

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