

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

(Received at London Office 30 MAR 1949)

Date of writing Report.....19..... When handed in at Local Office.....28-3-1949..... Port of GLASGOW

No. in Survey held at ARDROSSAN Date. First Survey 11-2-49 Last Survey 15<sup>th</sup> Mar 1949  
Reg. Book. 52361 on the Machinery of the Wood, Iron or Steel M.V. BALTIC COAST (No. of Visits.....6.....)

90489  
Tonnage { Gross 1422 Vessel built at ARDROSSAN By whom ARDROSSAN DOCKYARD LTD When 1948-6  
Net 781 Engines made at GLASGOW By whom BRITISH POLAR ENGINES LTD When 1948  
Nominal Horse Power 587 Boilers, when made (Main) ✓ (Donkey) ✓  
No. of Main Boilers ✓ Owners COAST LINES LTD Owners' Address.....  
No. of Donkey Boilers ✓ Managers..... (if not already recorded in Appendix to Register Book.)  
Steam Pressure in Main Boilers ✓ Port LIVERPOOL Voyage.....  
in Donkey Boilers ✓ If Surveyed Afloat ✓ or in Dry Dock ARDROSSAN (State name of Dock.)

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER. for Special Survey. Date of last Survey and of Periodical Surveys.	Years assigned now expired	Machinery and Boiler Surveys (including date of N.B., if any)
+100A.1	3.48	+LMC 6.48
		OG
		Oil Eng.

Part Report No. .... Port .....

Particulars of Examination and Repairs (if any) REPAIRS, T.S. & D.B., LMC-CS.

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.....

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.....

Was a damage report made by anyone else? If so, by whom?.....

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? ✓

" " Donkey " " " " ✓

Not, state for what reasons..... What parts of the Boilers could not be thus thoroughly examined?.....

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?.....

Date latest date of internal examination of each boiler..... Present condition of funnel satisfactory

Did the Surveyor examine the Safety Valves of the Main Boilers?..... To what pressure were they afterwards adjusted under steam?.....

Did the Surveyor examine the Safety Valves of the Donkey Boilers? yes To what pressure were they afterwards adjusted under steam? 100 lbs

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? ✓ and of the Donkey Boilers? no

Did the Surveyor examine the drain plugs of the Main Boilers? ✓ and of the Donkey Boilers? ✓

Did the Surveyor examine all the mountings of the Main Boilers? ✓ and of the Donkey Boilers? ✓

Was the screw shaft now been drawn and examined? yes Has it a continuous liner? no Is an approved oil retaining appliance fitted at the after end? yes

Was shaft now been changed? no If so, state reasons..... Has the shaft now fitted been previously used?..... Has it a continuous liner?.....

Is an approved oil retaining appliance fitted at the after end?..... State date of examination of Screw Shaft 28.2.49 State the wear down in the stern bush 51.24 P. fit Is electric light and/or power fitted? ✓ If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses?.....

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

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

Work placed in dry dock, propellers, stern bushes and ship side connections examined. Both screw shafts drawn and examined. Starboard shaft found slightly scored but fit for further service. Port shaft and bushes found scored, shaft taken ashore and machined bushes re-metalled. Both stern tubes thoroughly cleaned. All led work surfaces machined. Now done for LMC-CS. - Port main engine cylinders nos 2 & 4 and Starboard engine no 4 cylinders; cylinders, covers, pistons, valves, connecting rods with their top & bottom end bushes examined.

At this time a new donkey boiler, no 4090 built by A. Anderson & Sons of Bowfin, Glasgow Report no. 73608, has been fitted on board, the safety valves adjusted under steam and the installation found satisfactory.  
All the foregoing found or placed in good condition.

General Observations, Opinion, and Recommendation: The machinery of this vessel is in good

(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, BS 9.11, B&MS 9.11, LMC 9.11 or LMC 140 lb., FD, &c.)

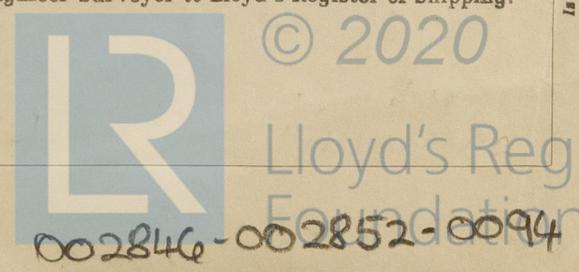
condition and eligible in my opinion to remain as classed with fresh record of +LMC.-CS (with date) on completion of survey; port and starboard screw shafts seen O.G. 2.49 and Donkey Boiler fitted 3.49

Survey Fee (per Section 29)..... £ 3 - - - Fees applied 29 MAR 1949  
Special Damage Repair Fee (if any)..... £ 5 - - -  
Traveling expenses (if chargeable)..... £ 3 - - -  
Received by me, James Crawford

Committee's Minute GLASGOW 29 MAR 1949

Signature S. 2.49

-1 NDB 1.49 fitted 3.49



Insert Character of Ship and Machinery precisely as in the Register Book.

OIL ENGINES CONTINUOUS SURVEY. TORSIONAL ENDORSEMENT CASE.

Is a Certificate required? If so, to be sent to