15 JUN 1948

Rpt. 8. (Received at London Office) No. 23140

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 22. 5. 19.48. When handed in at Local Office 14. 6. 19.48. Port of GRIMSBY.

No. in Reg. Book. Supp. 90445 ~~19878~~ Survey held at IMMINGHAM. Date, First Survey 21. 4. 48. Last Survey 19. 5. 1948. (No. of Visits 12.)

on the ~~Wood, Iron or~~ Steel S/S "BALTONIA" ex "Empire Gallop" ex "Fangturm"

TONNAGE :— GROSS 1944 UNDER DK. 1410 NET 965

Built at Hamburg By whom Deutsche Werft A.G. When YEAR. 1944 MONTH. -

Owners United Baltic Corporation, Ltd. Owners' Address - (If not already recorded in Appendix to Register Book).

Managers - Port belonging to London.

Surveyed Afloat or in Dry Dock? Both. Name of Dock Humber Graving Dock & King's Dock. Destined Voyage -

CellDBorDBa feet; uE&B feet; f feet; total capacity tons. FPT tons; APT tons; MT feet tons.

Only alterations in the existing records of tanks should be inserted.

N.B.—All alterations in the existing records should be underlined.

Last Report, No. Port

(Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules and items remaining to complete the Surveys should be summarised. 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 summarised in the form shown below. Whenever the replacement of Anchors or Chains is reported the particulars should be clearly stated in the space provided on the back of this form. State also the dates and initials of any letters respecting this case. "F" 6.4.48 & 18.5.48. "S" 16.4.48, 19.4.48 & 19.5.48.

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.	Machinery and Boiler Surveys (Including date of N.B., if any).
Examined L.R.3.47.	
3.47	
	B.S. 10.47
	(225 lb.)
	Sub. SPL NOTE S.R.L.

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 to whom and why they were declined Yes. Owners Superintendent. Not required. Was a damage report made by anyone else? if so, by whom? Underwriters' Surveyor.

Society's Freeboard (if assigned) as painted on Ship and now verified - ft. 4¾ ins.

REPAIRS, OR EXAMINATION AS PER RULE, FOR CLASSIFICATION, LOAD LINE RENEWAL, DAMAGE & S.R.L.

Classification.

NOW DONE:

Vessel placed in dry dock, shell plating, rudder, sternframe cleaned, examined, placed in an efficient condition and recoated.

The holds, peaks, bunkers, machinery spaces, 'tween decks, and chain locker cleared, wood ceiling lifted as required by the Rules, plating and framing examined, found in good order and recoated as necessary.

Fore and after peaks and all double bottom tanks examined internally and satisfactorily tested to Rule requirements.

(See overleaf)

SUMMARY OF DAMAGE REPAIRS :—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.
Renewed							
Removed and Faired or Repaired							
Faired or Repaired in place							

Other Items :— Bulwarks with top rail angle stiffeners & ~~stanchions faired. Approx.~~ 2,000 rivets renewed, 1000 caulked. 500 ft. seams ~~caulked, 20ft. E.W.~~

PRESENT CONDITION OF THE

Decks	Good.	Bulkheads	Good.	Engine Room Skylights	Good.
Caulking of Decks	"	Ceiling	"	Coal Bunkers, Openings, Covers, &c.	"
Coamings	"	Cement or ~~Asphalt~~	"	Oil Bunkers	-
Beams & Fastenings	"	Rudder	"	Scuppers	Good.
Outside Plating	Efficient	Steering gear and its connections	"	Cargo Hatchways	"
" " in way of sidelights	Good.	Windlass	"	Hatches	"
Frames	"	Have pumps been examined and found efficient?	Yes.	Planking	
Reverse Frames	"	Have Sluice Valves been examined and found efficient?	-	Caulking	
Longitudinals	-	Have Watertight Doors been examined and found efficient?	Yes.	Treenails	
Transverses	-	Have Ventilators and their Coamings been examined and found efficient?	Good.	Breasthooks & Stemson	
Floors	Good.	Air and Sounding Pipes	"	Transoms, Pointers & Crutches	
Keelsons	"	Doubling Plates under Sounding Pipes	"	Timbers of Frame at openings	
Stringers	"			" " at other places	
Inner Bottom Plating	"			Stringers, Clamps & Shelves	
Have the Tanks been examined internally?	Yes			Salting (State if examined.)	
Have the Tanks been tested?	Yes.				

Copper, or Y.M. (State if on Felt.)	-
When fitted, Month - Year	-
Boats	Good.
Masts, Yards, &c.	"
Condition, how ascertained (State if wedges removed.)	Examination. None
Equipment letter	S
Anchors, No. of	3B & 1S
Cables (State if now ranged)	Yes.
" length (on board.)	244¾ mean diamr. 1¾"
Appd. " length	244¾ size 1¾"
Chain Locker	Good.
Hawsers & Warps	"
Standing ~~Rigging~~ Rigging	"
Sails	-

General Observations, Opinion as to Class, Recommendation, &c. :—

State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example :—" to remain as classed in the Register Book *without fresh record of Survey*," " to remain as classed and to have record of survey, 1,38," or " to remain as classed and to have record of survey, 1,38, and the notations of *ss No.* 1-38."

This vessel is eligible, in my opinion, to be classed 100A1 with freeboard "Subject to Annual Examination", with fresh record of survey 5,48, and the notation of s.s.Imm. 5,48, subject to indented keel, bottom and side plating etc. being permanently repaired at first convenient opportunity.

Survey Fee (per Section 29) S.S x 2	£ 56	: -	: -	Fees received for, 14.6. 1948.
Special Damage ~~or Repair Fee~~ (if any) (per Sec. 29) Damage No.1.	10	10	-	
No.2	£ 10	: 10	: -	
No.3	1	1	-	Received by me, 19
Travelling Expenses (if chargeable)	£	: 13	: 9	
Second Surveyor's Fee (if any)	£	:	:	

R. S. Pridding[illegible]

Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI. 23 JUL 1948 Assign 100A1 with freeboard subject to Annual Examination 5.48 Gms. FRI. 13 AUG 1948

Character Assigned

Note Gms 5(CL) 4.48 S.S. Gms 5.48 LMC 5.48 subject 2WTB SPL 1FD classed 5.48 Lloyds A1 CP

Is Certificate required? If so, to be sent to

00C443-00C42-0212 1/3

S/S "BALTONIA"

(Continued)

The decks, deckhouses, machinery casings, hatchways and closing appliances, ventilators and coamings, anchors and cables (ranged), masts, spars and rigging (report attached), windlass and steering gear (please see machy report), hand pump, w.t.door, ash shoot, general equipment, air and sounding pipes including striking plates below, all examined and found or placed in good order.

Freeboard marks verified. A number of rivets removed and countersinking in way found satisfactory; rivet heads flattened to 2½ d. without fracture on edges.

LOAD LINE RENEWAL.

Renewal Load Line Survey carried out and necessary repairs effected, (please see separate reports).

Bronze screw down non-return valves fitted on ship's sides to tonnage well scuppers, (in lieu of existing valves fitted to deck, which have now been removed), please see Secretary's letter "F" 6. 4.48.

EQUIPMENT.

Bower anchor supplied and fitted (S.R.L.), marks verified with test certificate (for particulars, please see below).

In accordance with the Secretary's letter "S" dated 19.5.48. towline and stream wires have been placed on board as follows:- Towline 90 fms. at 4" dia. steel wire, Stream 75 fms. at 4¼" dia. steel wire.

INDENTED PLATING (S.R.L.).

Indented keel and bottom shell plating (p.s.f.), indented shell plates "F" 3, 4 and "G" 4 (p.s.f.), "F" 5 and 6 (p.s.a.), and "E" and "F" strakes (p.s. amidships), specially examined and found to continue efficient.

When Anchors or Cables are supplied, the particulars are to be reported in the following form :—

ANCHORS.

Number of Certificate.	Anchors.*	Weight, Ex. Stock. Cwts.	qrs.	lbs.	Weight of Stock. Cwts.	qrs.	lbs.	Test per Certificate. Tons	Cwts.	qrs.	lbs.	Weight Required by Rule. Cwts.	qrs.	lbs.	Description of Anchor.	Makers.	Where and when tested and Superintendent.
39926	1st Bower	38	2	25	-	-	-	35	2	2	-	38	3	-	Stockless	Not stated.	Sunderland. 1. 7. 40. W.V.Norman.
	2nd "	38	3	-													
	3rd "	38	2	-													
	Collective Weight	116	-	25													
	Stream.....																
	Kedge																

If Patent state name of Patentee. If Stockless, state Mechanical Test.

* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

CHAIN CABLES.

Number of Certificate.	Length and size supplied. Length. Fathoms.	Diam. Ins.	Test per Certificate. Statutory. Tons.	Breaking. Tons.	Weight of Chain Cables. Supplied. Cwts. qrs. lbs.	Per Rule. Cwts. qrs. lbs.	Length and size per rule. Length. Fathoms.	Diam. Ins.	Description.	Makers of Cables.	Where and when tested and Superintendent.
Iron Stream Chain or Steel Wire											

Owing to present conditions, it was not possible to repair this damage at the present time, and Owners' proposal to carry out permanent repairs at first convenient opportunity, in my opinion, merits favourable consideration.

DAMAGE No.1:- stated to have been caused through ice whilst on passage from Mantyluoto to Hull between 25th and 30th January, 1948.

FOUND.

The following side shell plates (with several frames in way)

(See Continuation Sheet No.3) RSP

S/S "BALTONIA"

DAMAGE No.1 (continued):

were found to be indented:- (Plates numbered from aft)

Port Side.

"E" 7#, 9, 10, 11, "F" 5#, 6#, 7, 8#, 10, 11#, 12 and "G" 6, 11#, 12.

Starboard Side.

"E" 10, 11, "F" 3, 10, 11, 12 and "G" 5, 6, 7, 10, 11.

NOTE:- Plates marked # are already noted in S.R.L.

NOW DONE:

As it was not possible to deal permanently with the damage owing to present conditions, temporary repairs were effected by overhauling the riveting and caulking in way of the damage and repairing one fractured frame in No.1 hold (s.s.) with E.W. strap.

Owners' proposal to carry out permanent repairs at first convenient opportunity, in my opinion, merits favourable consideration.

DAMAGE No.2:- stated to have been caused through striking some submerged object (time and place not known).

FOUND.

The following bottom shell plates (with several floors in way) were found to be slightly set up and/or scored. (Plates numbered from aft).

Keel.

"K" 3, 4, 5, 6, 7, 8, 9, 10#.

Port Side.

"A" 6, 7, 8, 9. "B" 4, 5, 6, 7, 8, 9. "C" 4, 5, 6, 7#.

Starboard Side.

"A" 3, 4, 5, 6, 7, 8, 9. "B" 5, 6, 7, 8, 9, 10.

Bilge Keel.

Nos.2 & 3 lengths (s.s.) and Nos.2 & 3 lengths (p.s.) buckled.

NOTE:- Plates marked # are already noted in S.R.L.

NOW DONE:

As it was not possible to deal permanently with the damage owing to present conditions, temporary repairs were effected by overhauling the riveting and caulking in way of the damaged bottom plating and renewing defective internal rivets. Permanent repairs to the bilge keel were effected by fairing in place Nos.2 & 3 lengths (s.s.) and removing, fairing and fitting Nos.2 & 3 lengths (p.s.).

Double bottom tanks satisfactorily tested on completion of repairs.

Owners' proposal to carry out permanent repairs at first convenient opportunity, in my opinion, merits favourable consideration.

DAMAGE No.3:- stated to have been caused by collision with lock wall at Brunsbuttel on 10th March, 1948.

NOW DONE:

Bulwark top rail angle (p.s.f.) fractured , faired in place and E.W,

(See Continuation Sheet No.4) RSP

Port of GRIMSBY. *Continuation of Report No.* 23140 *dated* 19th May, 1948, *on the*

S/S "BALTONIA"

DAMAGE No.3 (continued):

bulwark plate faired in place, 1 bulward stiffener with stanchion removed, faired and refitted, and one stanchion faired in place.

Bulwark top rail (p.s.a.) faired in place, No.3 bulwark plate (from aft) faired in place, 3 bulwark stanchions with 2 stiffeners removed, faired and refitted, and one stiffener faired in place.

CEMENT.

Inner surface of bottom plating in dry tank under boilers cleaned and laid with cement. Bilges all fore and aft are cement washed only.

WOOD CEILING.

Wood ceiling laid over tank top plating in all holds and side bunkers.

CARGO BATTENS.

Cargo battens fitted in all holds and 'tween decks.

REPAIRS:- Wood hatches renewed or part renewed, as required. (Wear & Tear).

Approximately 2,000 defective shell rivets renewed. (Part Wear & Tear, part Damage No.2).

" 1,000 ", " " caulked. (Damage No.2)

" 500 ft. " " seams re-caulked.(" ")

" 20 ft. " " " electric welded. (Damage No.2)

A number of minor deck repairs effected.

R.S. Piddington

Answer
Subject (m)
100

Write Over
Ans (copy)