

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

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Date of writing Report 8. 6. 1948 When handed in at Local Office 14. 6. 1948 Port of GRIMSBY.

No. in Survey held at IMMINGHAM. Date, First Survey 22. 4. 48. Last Survey 20. 5. 1948.
 Reg. Book. (Number of Visits 9) Gross 1944
19878 on the S/S "BALTONIA" Tons Net 965
 Built at Hamburg By whom built Deutsche Werft A.G. Yard No. - When built 1944
 Engines made at Hamburg By whom made Deutsche Werft A.G. Engine No. - when made 1944
 Boilers made at Hamburg By whom made Deutsche Werft A.G. Boiler No. - when made 1944
 Registered Horse Power - Owners United Baltic Corporation, Ltd. Port belonging to London.
 Mach. Numeral 327 Is Refrigerating Machinery fitted for cargo purposes No. Is Electric Light fitted Yes.
 Trade for which Vessel is intended General cargo carrier.

ENGINES, &c.—Description of Engines Double compound, steam recip. Lentz. Revs. per minute 86
 Dia. of Cylinders (2) 16½" Length of Stroke 35.7/16" No. of Cylinders 4. No. of Cranks 4.
 Crank shaft, dia. of journals as per Rule Crank pin dia. 11.7/16" Crank webs Mid. length breadth 22.1/16" Thickness parallel to axis 6.5/8"
 Intermediate Shafts, diameter as fitted 11.13/16" Thrust shaft, diameter at collars as per Rule 11.1/4"
 Tube Shafts, diameter as per Rule Screw Shaft, diameter as fitted 12.1/16" Is the screw shaft fitted with a continuous liner Yes. (steel)
 Steel as fitted Liners, thickness in way of bushes as per Rule 11/16" Thickness between bushes as per Rule 1/8" Is the after end of the liner made watertight in the
 propeller boss Yes. If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner -
 If the liner does not fit tightly at the part between the bearings in the stern tube, is the space charged with a plastic material insoluble in water and non-corrosive -
 If two liners are fitted, is the shaft lapped or protected between the liners - Is an approved Oil Gland or other appliance fitted at the after
 end of the tube shaft No. Length of Bearing in Stern Bush next to and supporting propeller 4' - 1½" Total Developed Surface - sq. feet
 Propeller, dia. 14'0" Pitch 12'0" No. of Blades 4 Material C.Iron whether Moveable No.
 Feed Pumps worked from the Main Engines, No. - Diameter - Stroke - Can one be overhauled while the other is at work -
 Bilge Pumps worked from the Main Engines, No. - Diameter - Stroke - Can one be overhauled while the other is at work -
 Feed Pumps { No. and size 2 @ 8" x 6" x 16" Pumps connected to the { No. and size 2 - 1 @ 9" x 10" x 15", 1 @ 4" x 4" x 7"
 How driven Steam Main Bilge Line { How driven Steam Steam
 Ballast Pumps, No. and size 1 @ 9" x 10" x 15" Lubricating Oil Pumps, including Spare Pump, No. and size -
 Are two independent means arranged for circulating water through the Oil Cooler - Suctions, connected to both Main Bilge Pumps and Auxiliary
 Bilge Pumps;—In Engine and Boiler Room E.R. 4 @ 3". B.R. 2 @ 3". 1 @ 2½"
 In Holds, &c. No.1 - 2 @ 2½". No.2 - 2 @ 3". No.3 - 2 @ 3".

Main Water Circulating Pump Direct Bilge Suctions, No. and size 1 - 7.7/8" Independent Power Pump Direct Suctions to the Engine Room Bilges,
 No. and size 1 @ 5" Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes Yes.
 Are the Bilge Suctions in the Machinery Space led from easily accessible mud-boxes, placed above the level of the working floor, with straight tail pipes to the bilges Yes.
 Are all Sea Connections fitted direct on the skin of the ship Yes. Are they fitted with Valves or Cocks Valves and cocks.
 Are they fixed sufficiently high on the ship's side to be seen without lifting the stokehold plates Yes. Are the Overboard Discharges above or below the deep water line above.
 Are they each fitted with a Discharge Valve always accessible on the plating of the vessel Yes. Are the Blow Off Cocks fitted with a spigot and brass covering plate Yes.
 What Pipes pass through the bunkers None. How are they protected None.
 What pipes pass through the deep tanks None. Have they been tested as per Rule None.
 Are all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times Yes.
 Is the arrangement of Valves and their connections such as to prevent the possibility of water passing from the sea or from water tanks into the cargo or machinery spaces, or from one
 compartment to another Yes. Is the Shaft Tunnel watertight Yes. Is it fitted with a watertight door Yes. worked from Top deck.

MAIN BOILERS, &c.—(Letter for record -) Total Heating Surface of Boilers 3660 sq.ft.
 Is Forced Draft fitted Yes. No. and Description of Boilers 2 - Copus (German) Working Pressure 216 lbs./sq.in.
 IS A REPORT ON MAIN BOILERS NOW FORWARDED? Yes.
 IS A DONKEY BOILER FITTED? No. If so, is a report now forwarded? -
 PLANS. Are approved plans forwarded herewith for Shafting Yes. Main Boilers Yes. Auxiliary Boilers - Donkey Boilers -
 (If not state date of approval)
 Superheaters - General Pumping Arrangements Yes. Oil fuel Burning Piping Arrangements -
 SPARE GEAR. State the articles supplied:— -

The foregoing is a correct description,

Manufacturer.



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Lloyd's Register
Foundation

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4/23140.

Dates of Survey ~~XXXX~~ ~~XXXXXXXXXX~~ on board vessel - - - Apr. 22, 27. May 3, 4, 5, 11, 12, 14, 20.
During progress of work in shops - -
Total No. of visits 9.

Dates of Examination of principal parts—Cylinders 3/5/48. Valves ~~XXXX~~ 3/5/48. Covers 3/5/48.
Pistons 3/5/48. Piston Rods 3/5/48. Connecting rods 3/5/48.
Crank shaft 12/5/48. Thrust shaft 3/5/48. Intermediate shafts 3/5/48.
Tube shaft - Screw shaft 27/4/48. Propeller 22/4/48.
Stern tube 27/4/48. Engine and boiler seatings - Engines holding down bolts -
~~XXXXXXXXXX~~ sea connections 22/4/48.
~~XXXXXXXXXX~~ pumping arrangements 14/5/48. Boilers fixed - Engines tried under steam 20/5/48.
Main boiler safety valves adjusted 20/5/48. Thickness of adjusting washers P.B.:— P.7/8" S.3/4". S.B.:— P.11/16" S.9/16"
Crank shaft material Steel Identification Mark - Thrust shaft material Steel Identification Mark -
Intermediate shafts, material Steel Identification Marks - Tube shaft, material - Identification Mark -
Screw shaft, material Steel Identification Mark - Steam Pipes, material Steel Test pressure 440 lbs. Date of Test 5/5/48.
Is an installation fitted for burning oil fuel No. Is the flash point of the oil to be used over 150°F. -
Have the requirements of the Rules for carrying and burning oil fuel been complied with -
Is this machinery duplicate of a previous case No. If so, state name of vessel -

General Remarks (State quality of workmanship, opinions as to class, &c.)
The machinery and boilers in this vessel are of German material and construction.
The main and auxiliary machinery has been opened out in their entirety, all working parts examined and found or placed in good order. The materials and workmanship are good.
On completion the main and auxiliary machinery were examined under working conditions and found satisfactory.
The machinery of this vessel is in good and efficient condition and eligible, in my opinion, to have the notation of IMC 5,48 and TS.CL (steel) 4,48 in the Register Book.

Certificate to be sent to
The Surveyors are requested not to write on or below the space for Committee's Minute.)

The amount of Entry Fee	... £	See Rpt. 9	When applied for,
Special	... £	:	19.
Donkey Boiler Fee	... £	:	When received,
Travelling Expenses (if any)	£	:	19.

G.B. Vaux
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute
Assigned See minute on Rpt. 9