

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 19 JUL 1920

Date of writing Report 14. 7. 1920 When handed in at Local Office 19 Port of Rotterdam
 No. in Survey held at Rotterdam Date, First Survey 3 July Last Survey 11 July 1920
 Reg. Book. on the Heel Screw Steamer BALTANNIC (Number of Visits 6)
 Built at Rotterdam By whom built Pott Droogd My Yard No. 40 When built 1920
 Engines made at Rotterdam By whom made Pott Droogd My Engine No. 42 when made 1920
 Boilers made at " By whom made " Boiler No. 100-109 when made 1920
 Registered Horse Power " Owners United Baltic Corp Ltd Port belonging to London
 Nom. Horse Power as per Rule 291 Is Refrigerating Machinery fitted for cargo purposes Yes Is Electric Light fitted Yes
 Trade for which Vessel is intended "

ENGINES, &c.—Description of Engines Vertical Triple expansion Engine Revs. per minute 31
 Dia. of Cylinders 21 1/2 x 33 x 57 Length of Stroke 39 No. of Cylinders 3 No. of Cranks 3
 Crank shaft, dia. of journals as per Rule 58 1/2 Crank pin dia. 206 Crank webs Mid. length breadth " Thickness parallel to axis "
 as fitted 206 Mid. length thickness " Thickness around eye-hole "
 Intermediate Shafts, diameter as per Rule 269 Thrust shaft, diameter at collars as per Rule 206
 as fitted 270 as fitted 206
 Tube Shafts, diameter as per Rule 50 1/2 Screw Shaft, diameter as per Rule 50 1/2 Is the tube sh fitted with a continuous liner Yes
 as fitted " as fitted 50 1/2 Is the screw sh fitted with a continuous liner Yes
 Bronze Liners, thickness in way of bushes as per Rule 16 Thickness between bushes as per Rule 14 1/2 Is the after end of the liner made watertight in the
 as fitted 16 as fitted 14 1/2 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 One liner Is an approved Oil Gland or other appliance fitted at the after
 end of the tube shaft Yes Length of Bearing in Stern Bush next to and supporting propeller 1180 sq. feet
 Propeller, dia. 14 0 Pitch 15 No. of Blades 4 Material Brass whether Moveable No Total Developed Surface " sq. feet
 Feed Pumps worked from the Main Engines, No. 2 Diameter 4 1/4 Stroke 15 Can one be overhauled while the other is at work Yes
 Bilge Pumps worked from the Main Engines, No. 2 Diameter 4 1/4 Stroke 15 Can one be overhauled while the other is at work Yes
 Feed Pumps No. and size One 6 x 6 x 22 Pumps connected to the Main Bilge Line No. and size 2. 4 x 4 x 8
 How driven Steam How driven Steam
 Ballast Pumps, No. and size One 4 x 4 x 8 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 4 @ 2 1/2 One in tunnel well @ 2
 In Holds, &c. 2 in 11° 1, 2 in 11° 2, 2 in 11° 3 all 2 1/2 one in hold well @ 1 1/2
 one 9" dia. suction P9185.

Main Water Circulating Pump Direct Bilge Suctions, No. and size None Independent Power Pump Direct Suctions to the Engine Room Bilges,
 No. and size One @ 2 1/2 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 Both
 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 are carried through the bunkers None How are they protected "
 What pipes pass through the deep tanks None Have they been tested as per Rule "
 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 Upper platform

MAIN BOILERS, &c.—(Letter for record 5) Total Heating Surface of Boilers 4372
 Is Forced Draft fitted Yes No. and Description of Boilers 2 Single Ended Multitubular Working Pressure 180 lbs
 IS A REPORT ON MAIN BOILERS NOW FORWARDED? "
 IS A DONKEY BOILER FITTED? No If so, is a report now forwarded? "

PLANS. Are approved plans forwarded herewith for Shafting ✓ Main Boilers ✓ Auxiliary Boilers ✓ Donkey Boilers ✓
 (If not state date of approval)
 Superheaters ✓ General Pumping Arrangements ✓ Oil fuel Burning Piping Arrangements ✓

SPARE GEAR. State the articles supplied:— 2 top end bolts and nuts, 2 bottom end bolts and nuts, 2 main bearing bolts, One set of connecting bolts, One set of bilge and feed pump valves, one set of piston rings for each piston, One engine strap, one set of top end and bottom end cranks, Iron of various sizes and a quantity of assorted bolts

The foregoing is a correct description,

✓

Manufacturer.



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Dates of Survey while building
 During progress of work in shops - -
 During erection on board vessel - - - 3.6.7.8.9-11 July 1925
 Total No. of visits 6

Dates of Examination of principal parts—Cylinders 6.7.25 Slides 7.7.25 Covers 6.7.25
 Pistons 6.7.25 Piston Rods 6.7.25 Connecting rods 6.7.25
 Crank shaft 5.7.25 Thrust shaft 9.7.25 Intermediate shafts 9.7.25
 Tube shaft - Screw shaft stems 5.7.25 Propeller 5.7.25
 Stern tube 5.7.25 Engine and boiler seatings - Engines holding down bolts 6.7.25
 Completion of pumping arrangements - Boilers fixed - Engines tried under steam -
 Main boiler safety valves adjusted 11.7.25 Thickness of adjusting washers 8'B 19 Port 16 m/c
 Crank shaft material S M Steel Identification Mark B Thrust shaft material S M Steel Identification Mark B
 Intermediate shafts, material S M Steel Identification Marks B Tube shaft, material - Identification Marks
 Screw shaft, material S M Steel Identification Mark B Steam Pipes, material Steel Test pressure - Date of Test -
 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 - If so, state name of vessel -

General Remarks (State quality of workmanship, opinions as to class, &c.)

The machinery has been opened out, examined and found in order. Crankshaft, thrust shaft and intermediate shafting good. Propeller and fastenings good. Cylinders, pistons, slide valve and steam chests all in order. Pumps, condenser and all auxiliary machinery good. Pumping arrangement examined and found as per plan an independent suction fitted from ballast pump to engine room bilges.
 We are of opinion that this vessel is eligible to be recorded in the Society's Register Book with **LMC 7.25 CL**

It is submitted that this vessel is eligible for THE RECORD. LMC 7.25. FD. CL.

Subject to the screw shaft being examined before the end of July 1927.

ARK

Please see letter 4/4 Telegram 4/25

JWD 16/7/25

The amount of Entry Fee ... To be fixed : When applied for,
 Special ... £ in London : 19
 Donkey Boiler Fee ... £ : When received,
 Travelling Expenses (if any) £ 3.- : See subsequent hull report

for 210' Province
 J. J. Ochoa
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

FRI. 17 JUL 1925

FRI. 14 AUG 1925
 FRI. 19 FEB 1926
 TUES. 8 JUN 1926

Assigned
 CERTIFICATE WRITTEN

L.M.C. 7.25
 F.D. C.L. } subject.



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