

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 10 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 1925
Registered Horse Power " Owners *United Baltic Corp Ltd* Port belonging to *London*
Nom. Horse Power as per Rule 191. 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 *shrunk* Thickness parallel to axis *shrunk*
Intermediate Shafts, diameter *as per Rule 269* Thrust shaft, diameter at collars *as per Rule 206*
Tube Shafts, diameter *as per Rule 270* Screw Shaft, diameter *as per Rule 304* Is the tube *screw* shaft 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 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 *Yes*
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 *Yes*
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*
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 8" x 22"* Pumps connected to the Main Bilge Line No. and size *2. 8" x 8" x 8"*
How driven *Steam* How driven *Steam*
Ballast Pumps, No. and size *One 7" x 7" x 8"* Lubricating Oil Pumps, including Spare Pump, No. and size *2*
Are two independent means arranged for circulating water through the Oil Cooler *2* Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge Pumps;—In Engine and Boiler Room *4 to 2 1/2"* One in tunnel well *2"*
In Holds, &c. *2 in 11' 1, 2 in 11' 2, 2 in 11' 3 well 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 *None*
What pipes pass through the deep tanks *None* Have they been tested as per Rule *Yes*
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 lb.*

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 *Yes* Main Boilers *Yes* Auxiliary Boilers *Yes* Donkey Boilers *Yes*
(If not state date of approval)

Superheaters *Yes* General Pumping Arrangements *Yes* Oil fuel Burning Piping Arrangements *Yes*

SPARE GEAR. State the articles supplied:—*2 Dupont bolts and nuts, 2 bottom end bolts and nuts, 2 main bearing bolts, One set of coupling bolts, One set of bilge and feed pump valves, one set of piston rods for each piston, One cushion strap, one set of Dupont and bottom end cranks, many of various sizes and a quantity of assorted bolts*

The foregoing is a correct description,

Manufacturer.



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007078 - 007087 - 0049

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 ~~slides~~ 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 1 1/2 Port 16 inch
 Crank shaft material *SM Steel* Identification Mark *AV* Thrust shaft material *SM Steel* Identification Mark *AV*
 Intermediate shafts, material *SM Steel* Identification Marks *AV* Tube shaft, material - Identification Marks -
 Screw shaft, material *SM Steel* Identification Mark *AV* 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 6/7/25 Telegram 6/7. 25

JWD 16/7/25.

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

LMC 7. 25
 F.D. C.L. } subject.

CERTIFICATE WRITTEN

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