

## REPORT OF SURVEY FOR REPAIRS, &amp;c.

Date of writing Report 22/12/52 19 52 When handed in at Local Office 22/12/52 19 52 Port of NEWCASTLE-ON-TYNE  
 No. in Reg. Book. 52709 Survey held at Walsund Date, First Survey 13/10/52 Last Survey 20/12/52 19 52  
 (No. of Visits.....)

on the Wood, Iron or Steel S/S 'BALTYK'  
 TONNAGE:— Built at Newcastle By whom Swan Hunter & Whigham Richards When 1942 YEAR. MONTH. 3  
 GROSS 7001 Owners. Polish Government Owners' Address. ✓  
 UNDER DK 6589 Managers Polish Ocean Lines (It not already recorded in Appendix to Register Book).  
 NET 5121 Port belonging to Gdynia

Surveyed Afloat or in Dry Dock? Both Name of Dock Walsund Slipway Destined Voyage ✓  
 Cell DBor DBa 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. 18500 Port GEN

Periodical Surveys, when held, must be reported in detail and serially 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.

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  
 Society's Freeboard (if assigned), as painted on Ship and now verified 10 ft. 9 1/2 ins.

Was a damage report made by anyone else? if so, by whom? Underwriter Surveyor

REPAIRS, OR EXAMINATION AS PER RULE, FOR DAMAGE AND DOCKING

Damage stated to have been caused by  
 (1) collision with M.V. 'RAPOLLO' in the Elbe River on the 9th August, 1962, situated on port side shell forward.  
 (2) vessel grounding at Gothenburg on the 21st September, 1951 (see also Gothenburg Report No. 18513).

DAMAGE!  
NOW DONE:- Vessel placed in dry dock, bottom sides and rudder cleaned, framed, found or placed in good order and recoated.

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed ... ..								6 beam knees removed,
Removed and Fair'd or Repaired	<u>1</u>	<u>8</u>			<u>5 (port)</u>		<u>1</u>	found and replaced, 3 beam
Fair'd or Repaired in place ...		<u>1</u>			<u>2 (port)</u>			knees found in place etc.

PRESENT CONDITION OF THE	Bulkheads	Engine Room Skylights	Copper, or Y.M.
Decks <u>good</u>	<u>good in the 1st Hold</u>	<u>good</u>	(State if on Pelt.)
aulking of Decks <u>"</u>	<u>"</u>	<u>"</u>	When fitted, Month Year
Coamings <u>"</u>	<u>not examined</u>	<u>none</u>	
Beams & Fastenings <u>good in the 1st Hold</u>	<u>good</u>	<u>good</u>	Boats <u>good</u>
Outside Plating <u>good</u>	<u>"</u>	<u>"</u>	Masts, Yards, &c. <u>"</u>
" " in way of sidelights <u>not up'd</u>	<u>"</u>	<u>"</u>	Condition, how ascertained <u>from deck</u>
Frames <u>good in the 1st Hold</u>	<u>"</u>	<u>"</u>	(State if wedges removed.)
Reverse Frames <u>"</u>	<u>"</u>	<u>"</u>	Equipment letter <u>at</u>
Longitudinals <u>✓</u>	<u>"</u>	<u>"</u>	Anchors, No. of <u>36-15</u>
Transverses <u>✓</u>	<u>"</u>	<u>"</u>	Cables (State if now ranged) <u>not ranged</u>
Floors <u>not examined</u>	<u>"</u>	<u>"</u>	" length <u>stated</u> mean diamr.
Keelsons <u>"</u>	<u>"</u>	<u>"</u>	(on board.)
Stringers <u>"</u>	<u>"</u>	<u>"</u>	" Rule length <u>size complete</u>
Inner Bottom Plating <u>"</u>	<u>"</u>	<u>"</u>	Chain Locker <u>not examined</u>
Have the Tanks been examined internally? <u>no</u>	<u>"</u>	<u>"</u>	Hawsers & Warps <u>good</u>
Have the Tanks been tested? <u>no</u>	<u>"</u>	<u>"</u>	Standing and Running Rigging <u>"</u>
	<u>"</u>	<u>"</u>	Sails <u>none</u>

## General Observations, Opinion as to Class, Recommendation, &amp;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, so far as now seen, is eligible in my opinion to remain as classed with fresh record of dry docking, 12, 52, subject to rudder post in way of gudgeon (E.W. 4, 51) being specially examined at next drydocking

Survey Fee (per Section 23)	£	:	:	Fees applied for, <u>30 DEC 1952</u>
Special Damage or Repair Fee (if any) (per Sec. 23)	£	13	13	0
Travelling Expenses (if chargeable)	£	:	:	Received by me, <u>19</u>
Second Surveyor's Fee (if any)	£	:	:	

Committee's Minute TUES. 20 JAN 1953  
 Character Assigned 12, 52 Vess. subject to endorsement  
 Write On. S. 12, 52 BS 12, 52

A. B. M. Queen  
 Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

010720-010726-0207

