

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Date of writing Report

19

When handed in at Local Office

23/3

19

Port of

Received at London Office

13 APR 1942

No. in Survey held at

Newcastle on Tyne

Date, First Survey

27 Jan 1941

Last Survey

19 March 1942

Reg. Book.

on the S/S "BALTYK"

(Number of Visits 69)

Built at

Newcastle

By whom built

Swan, Hunter & Wigham Richardson Ltd

Yard No.

1704

When built 1942

Engines made at

ditto

By whom made

ditto

Engine No.

1704

When made 1942

Boilers made at

ditto

By whom made

ditto

Boiler No.

1704

When made 1942

Registered Horse Power

Owners

Port belonging to

Nom. Horse Power as per Rule

433

Is Refrigerating Machinery fitted for cargo purposes

No

Is Electric Light fitted

Yes

Trade for which Vessel is intended

Ocean going

ENGINES, &c.—Description of Engines 3 Cyl. Triple Exp. Recip.

Dia. of Cylinders

23" + 39" + 66"

Length of Stroke

45

No. of Cylinders

3

Revs. per minute

72

Crank shaft, dia. of journals

as per Rule 13.136

as fitted 13.38

Crank pin dia.

13.38

Crank webs

Mid. length breadth

✓

shrunk

Thickness parallel to axis

8.38

Intermediate Shafts, diameter

as per Rule 12.5

as fitted 13.4

Thrust shaft, diameter at collars

as per Rule 13.136

as fitted 14

Tube Shafts, diameter

as per Rule none

as fitted

Screw Shaft, diameter

as per Rule 13.97

as fitted 14.34

Is the

tube

shaft fitted with a continuous liner

Yes

Bronze Liners, thickness in way of bushes

as per Rule 23.75

as fitted 24.32

Thickness between bushes

as per Rule 18.32

as fitted 23.32

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

In one piece

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

A light fit

If two liners are fitted, is the shaft lapped or protected between the liners

Yes

Is an approved Oil Gland or other appliance fitted at the after end of the tube

shaft

No

If so, state type

✓

Length of Bearing in Stern Bush next to and supporting propeller

58.5

Propeller, dia.

17.6

Pitch

16.3

No. of Blades

4

Material

Cast Iron

whether Moveable

No

Total Developed Surface

105 sq. feet

Feed Pumps worked from the Main Engines, No.

none

Diameter

✓

Stroke

✓

Can one be overhauled while the other is at work

✓

Bilge Pumps worked from the Main Engines, No.

2

Diameter

5.4

Stroke

26

Can one be overhauled while the other is at work

Yes

Indep. Feed Pumps

No. and size

Two, 9.5, 7 x 18 + G.S.P. 5.5 x 7.5 x 15

Pumps connected to the

Main Bilge Line

No. and size

Three: one Ballast 10.5, 12.5 x 21

How driven

Steam

Main Bilge Line

How driven

Steam

200 tons/hr

each 43 tons/hr

by main engine

Ballast Pumps, No. and size

One 10.5, 12.5 x 21

One G.S.P. 5.5 x 7.5 x 15

Lubricating Oil Pumps, including Spare Pump, No. and size

none

Are two independent means arranged for circulating water through the Oil Cooler

✓

Bilge Pumps;—In Engine and Boiler Room

3 of 3" dia + Tunnel well 1 of 2.5"

In Pump Room

no 3 Hdd, 2 of 3"

no 4 Hdd 2 of 3"

In Holds, &c.

No 1 Hdd, 2 of 3"

No 2 Hdd, 2 of 3.5"

Cross-tanker 2 of 2.5"

✓

Main Water Circulating Pump Direct Bilge Suctions, No. and size

one 8" dia. on Port side

No. and size

one 8" dia. on Starboard side

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

Below

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

Bilge Suctions p+s to No 2 + 1 Holds

How are they protected

Lumber Boards

✓

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

No

worked from

✓

MAIN BOILERS, &c.—(Letter for record S)

Total Heating Surface of Boilers

6080 sq. ft.

Which Boilers are fitted with Forced Draft

both

Which Boilers are fitted with Superheaters

None

No. and Description of Boilers

2 S.E. Boilers

Working Pressure

220 lbs.

IS A REPORT ON MAIN BOILERS NOW FORWARDED?

Yes

IS A DONKEY BOILER FITTED?

No

If so, is a report now forwarded?

✓

Can the donkey boiler be used for domestic purposes only

✓

PLANS.

Are approved plans forwarded herewith for Shafting

2nd 5th/12/40

Main Boilers

2/12/40

Auxiliary Boilers

✓

Donkey Boilers

✓

Superheaters

✓

General Pumping Arrangements

8/12/41

Oil fuel Burning Piping Arrangements

✓

SPARE GEAR.

Has the spare gear required by the Rules been supplied

Yes

State the principal additional spare gear supplied

✓

2 Eccentric Straps,

10 Main Condenser tubes,

10 Auxy Condenser tubes,

50 Condenser tube ferrules.

The foregoing is a correct description.

SWAN, HUNTER & WIGHAM RICHARDSON, LTD

G. J. Tweedy

DIRECTOR

Manufacturer.



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Lloyd's Register

Foundation

010720-010726-0223

1941 Jan. 27. Mar. 14. Apr. 16. 18. June 6. 20. 30. July 2. 4. 21. Aug. 1. 8. 26. 28. Sep. 19. Oct. 6. 8. 9. 15.
During progress of work in shops - - 21. 24. 27. 29. 30. 31. Nov. 4. 5. 6. 8. 12. 14. 17. 18. 19. 21. 24. 27. Dec. 2. 3. 4. 8. 9. 10. 12. 18. 19. 22.
1942 Jan. 5. 9. 10. 13. 16. 19. 21. Feb. 4. 6. 12. 13. 17. 24. 25. Mar. 3. 10. 13. 17. 19.
Dates of Survey while building During erection on board vessel - - -
Total No. of visits 69.

Dates of Examination of principal parts—Cylinders 27/11/41 Slides 12/12/41 Covers 27/11/41
Pistons 12/12/41 Piston Rods 12/12/41 Connecting rods 12/12/41
Crank shaft 18/11/41 Thrust shaft 18/11/41 Intermediate shafts 18/11/41
Tube shaft ✓ Screw shaft 24/11/41 Propeller 24/12/41
Stern tube 12/12/41 19/12/41 Engine and boiler seatings 19/12/41 & 4/2/42 Engines holding down bolts 6/2/42
Completion of fitting sea connections 19/12/41
Completion of pumping arrangements 10/3/42 Boilers fixed 4/2/42 Engines tried under steam 25/2/42
Main boiler safety valves adjusted 24/2/42 Thickness of adjusting washers PORT BLK AFT.V. 13/3/42
STARP BLK 3/8 11/32 1/32
Crank shaft material F.S. Identification Mark 10715+9899 DB Thrust shaft material F.S. Identification Mark 10715 HAI.
Intermediate shafts, material F.S. Identification Marks 10715 HAI. Tube shaft, material none Identification Mark ✓
Screw shaft, material F.S. Identification Mark 10715 HAI. Steam Pipes, material S.D.S. Test pressure 660 lb. Date of Test 24/10/41
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 the use of oil as fuel been complied with ✓
Is the vessel (not being an oil tanker) fitted for carrying oil as cargo No If so, have the requirements of the Rules been complied with ✓
If the notation for Ice Strengthening is desired, state whether the requirements in this respect have been complied with not required
Is this machinery duplicate of a previous case Yes If so, state name of vessel Empire Foam Hwt. Rpt 99549.
Yard No 1694

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

The Machinery of this Vessel, has been constructed under special survey in accordance with the approved plans and the Society's Rules, and the materials and workmanship are good.

The machinery has been efficiently fitted on board, tried under working conditions, with satisfactory results, and is eligible in my opinion, for record + LMC 3. H2, and the notations 2.5B. FD. 220%, CL.

The amount of Entry Fee ... £ 5 : - : When applied for,
Special ... £ 89 : 19 : 110 APR 1942
Donkey Boiler Fee ... £ : : When received,
Travelling Expenses (if any) £ : : 19

Committee's Minute

Assigned

TUE. 21 APR 1942

to LMC 3. H2
92, CL.

A. Watt.

Engineer Surveyor to Lloyd's Register of Shipping.



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