

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

(Received at London Office

13 NOV 1948

Date of writing Report.....19..... When handed in at Local Office.....19..... Port of HULL.

No. in Survey held at HULL. Date. First Survey 20-9-48 Last Survey 29-10-1948  
 Reg. Book. (No. of Visits.....19.....)

52369 on the Machinery of the Wood, Iron or Steel S.S. "BALTRADER". Year. Month.

Tonnage { Gross 1846 Vessel built at Hamburg By whom Deutsche Werft A.G. When 1945  
 Net 990 Engines made at -do- By whom Ottensener Eisenwerk When -do-  
 Nominal } Boilers, when made (Main) - (Donkey) - A.G.  
 Horse Power }  
 No. of Main Boilers - Owners United Baltic Corporation, Ltd. Owners' Address -  
 No. of Donkey Boilers - (if not already recorded in Appendix to Register Book.)  
 Steam Pressure - Managers - Port London Voyage -  
 in Main Boilers - If Surveyed Afloat or in Dry Dock Both - Alexandra Dock &  
 in Donkey Boilers - (State name of Dock.) Dry Dock.

Last Report No. - Port -Particulars of Examination and Repairs (if any) Classification L.M.C.

Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. 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 briefly summarised at the end of the report. 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 why they were declined -

Was a damage report made by anyone else? If so, by whom? -

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Yes

" " Donkey " " " " -

If not, state for what reasons -

What parts of the Boilers could not be thus thoroughly examined? -

What special means, in the absence of internal examination, were adopted by the Surveyor to assure himself of the thorough efficiency of those parts of each Boiler? -

State latest date of internal examination of each boiler Both 12/10/48.

Present condition of funnel good

Did the Surveyor examine the Safety Valves of the Main Boilers? Yes To what pressure were they afterwards adjusted under steam? 216 lb/sq. in.

Did the Surveyor examine the Safety Valves of the Donkey Boilers? - To what pressure were they afterwards adjusted under steam? -

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes and of the Donkey Boilers? -

Did the Surveyor examine the drain plugs of the Main Boilers? - and of the Donkey Boilers? -

Did the Surveyor examine all the mountings of the Main Boilers? Yes and of the Donkey Boilers? -

Has the screw shaft now been drawn and examined? No Has it a continuous liner? - Is an approved oil retaining appliance fitted at the after end? -

Has shaft now been changed? - If so, state reasons - Has the shaft now fitted been previously used? - Has it a continuous liner? -

Is an approved oil retaining appliance fitted at the after end? - State date of examination of Screw Shaft - State the wear down in the stern bush 3/32"

Is electric light and/or power fitted? Yes If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? Yes

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? see separate elec. report.

Engine parts, when referred to by numbers, should be counted from forward.

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done complete.

NOW DONE:- Vessel placed in dry dock. Propeller and outside fastenings of sea connections examined and found satisfactory. A new bronze propeller now fitted and the C.I. propeller placed on board as spare. The marks of the new propeller are as follows:-  
R.2.H. 2340 P.M.B; M. & B. Co., Ltd., Birkenhead. )  
Skimitar B.R. Patents 412951, W. 4-11-2-20. )  
LLOYD'S C.A.B. 7/9/48. )  
 Sea connections opened up, examined and found or placed in satisfactory condition.

Cylinders, pistons, valves, crank, thrust & intermediate shafts, pumps, and condenser (tested), also the valves, cocks, pipes & strainers of the pumping arrangements examined. All necessary scantlings taken for first entry report.

Boilers- Both boilers examined in their entirety together with their mountings and found or  
P.T.O.

General Observations, Opinion, and Recommendation:-

(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, BS 9,11, B&MS 9,11 \*LMC 9,11 or \*LMC 140 lb., FD, &c.)  
 CS 2,34,

The machinery of this vessel is eligible in my opinion to have a record of L.M.C. 10,48 made in the Register Book.

Survey Fee (per Section 29) L.M.C. £ 48 - - Fees applied for  
Spec Classifica (SEE F.E.R.H) £ 10 - - 11 NOV 1948  
 Special Damage or Repair Fee (if any) £ -  
 (per Section 29.)  
SUNDAY ATTENDANCE FEE £ 5: 5: 0  
 Travelling expenses (if chargeable) £ -  
 Received by me, L. Tait William  
 19

Committee's Minute THURS 23 DEC 1948

Assigned See minutes for 1948



© 2021

Lloyd's Register  
Foundation

010805-010815-0254

Insert Character of Ship and Machinery precisely as in the Register Book.

Is a Certificate required? If so, to be sent to



/ and found or placed in satisfactory condition. Safety valves adjusted under steam to 216 lb/sq.in.

Steam pipes taken to shops, cleaned, examined, tested to rule requirements.

All feed pipes now renewed in copper to rule requirements.

Windlass & steering engine opened up, examined & found or placed in satisfactory condition.

Repairs:-

After feed pump water end liner renewed and both feed pump valves and seats renewed. Feed pump distribution box valves and seats renewed.

G.S. pump - steam end rebored, new piston fitted, water end liners renewed, buckets skimmed.

Condensate pump - head valves and seats renewed.

Circ. pump and engine - new piston rod fitted, valve chamber rebored and new valve fitted. Crank shaft skimmed. New pump impeller fitted. Impeller shaft sleeve renewed.

Fan Engine - piston rod skimmed, new piston fitted. Valve spindle renewed.

A direct bilge suction from the ballast pump transferred from the port to the starboard side of the engine room.

On completion of the repairs, the main and auxiliary machinery was tried under working conditions and found satisfactory.

The ballast pump direct bilge suction has been transferred from the port to the starboard side of the engine room as per London letter of 9th June, 1948, copy of which is attached hereto.

*B*



© 2021

Lloyd's Register  
Foundation