

Rpt. 9.

22 DEC 1952 13

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

(Received at London Office)

Date of writing Report 19/12 52 When handed in at Local Office 19/12 52 Port of HELSINGBORG

No in Reg. Book. Survey held at Landskrona Date. First Survey and Last Survey 11th Dec. 1952 (No. of Visits 1)

— 52700 on the Machinery of the ~~WOOD, LONDON~~ Steel s.s. "BALTICIA".

Tonnage Gross 3089 Vessel built at Blyth By whom Blyth S.B. & D.D. Co. Ltd. When 1918 11mo  
 Net 1842 Engines made at Glasgow By whom Mc Kie & Baxter When 1918  
 Nominal 409 HP Boilers, when made (Main) 1918 (Donkey) —  
 Horse Power 409 MW Rederi A/B Falken Owners' Address —  
 No. of Main Boilers 2 SB Owners — O. M. Thore Port Jonstorp Voyage —  
 No. of Donkey Boilers — Manager —  
 Steam Pressure 180 lbs If Surveyed Afloat or in Dry Dock Afloat  
 in Main Boilers 180 lbs (State name of Dock.) —

Particulars of Classification (which must be inserted precisely as in Register Book &amp; Supplements).

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Years assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any)
*100A1		*LMC 4,50
Got. 6,52		BS 8,51
ssGot. -4,46 (Dr)		BSCL 249-352
ssHbg. -4,50		Carb. batteries not fitted
Fitted for oil fuel 8,51,		
FP above 150° F.		

in Donkey Boilers  
 Last Report No. 2270. Port Hbg.  
 Particulars of Examination and Repairs (if any) Completion BS

(Periodical Surveys, when held, must be reported in detail and scriatim 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? No

Did the Surveyor personally go inside each Main Boiler separately and make a through examination at this time? No

" " Donkey " "the 29.8.52 "

If not, state for what reasons. Please see Hbg.rpt. of/ 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.

Present condition of funnel(s) the s.vs.  
 To what pressure were ~~adjusted~~ adjusted under steam? 180 lbs.

Did the Surveyor examine the Safety Valves of the Main Boilers? —

To what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of the Donkey Boilers? —

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? —

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? —

and of the Donkey Boilers?

Has the screw shaft now been drawn and examined? —

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. Is electric light and/or power fitted?

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses?

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

Engine parts, when referred to by numbers, should be counted from forward. Auxiliary machinery should be referred to by position in Machinery Space.

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

NOW DONE: The safety valves of both boilers and superheaters adjusted under steam as above.

The oil burning and steam smothering installations examined and tested under working conditions.

## 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 110 lb., FD, &c.)

It is submitted the machinery of this ship is eligible to remain as classed, with record of BS 6,52 as previously recommended.

Survey Fee (per Section 29) Kr. 40:00 Fees applied for 19/12 1952  
 Special Damage or Repair Fee (if any) £ — Received by me, —  
 Travelling expenses (if chargeable) £ —

TUES. 30 DEC 1952

Committee's Minute

Subj. Assigned

BS 6,52

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

015039-015053-0301



B.S. due 8.52 partly held

6.52. now completed

It is submitted that this  
vessel is eligible to remain  
as CLASSED.

B.S. 6.52

Long

24.12.52



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