

# Report of Survey for Repairs, &c., of Engines and Boilers.

(Received at London Office) - 2 JUL 1941

Writing Report 30-6-1941 When handed in at Local Office 30-6-1941 Port of Aberdeen.

Survey held at Aberdeen. Date, First Survey 18-6- Last Survey 28-6-1941 (No. of Visits 5)

on the Machinery of the Wood, Iron or Steel Sc. "BALTEAKO"

Gross 1328  
 Net 541  
 Vessel built at Looch. By whom Ailsa S.B. Co. Ltd Year. Month When 1920 4  
 Engines made at Looch. By whom Ailsa S.B. Co. Ltd When 1920  
 Boilers, when made (Main) 1920 (Donkey) -  
 Owners Anglo-Latvian Shipping Co. Ltd Owners' Address -  
 Managers United Baltic Corp. Ltd (if not already recorded in Appendix to Register Book.)  
 Port London. Voyage ✓  
 Surveyed Afloat ✓ in Dry Dock Victoria Dock No 3 London Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Report No. \_\_\_\_\_ Port \_\_\_\_\_

Particulars of Examination and Repairs (if any) Docking B.S.

Special Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the nature and extent of Examinations and subsequent Repairs. Repairs on damage (the cause of which must be stated) should be separated from Repairs due to other causes; and being detailed in the body of the report, should be briefly summarised at the end of the report. State also the date and initials of any letters respecting this case.

Where cases where the Surveyor has not made a special damage report he is required to state whether he has performed his services for this purpose, and why they were declined ✓

Has any special damage report been made by anyone else? If so, by whom? ✓

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

Has the Surveyor personally go inside Donkey Boiler? ✓

Where 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? ✓

What was the date of internal examination of each boiler? Starb. Bln. 20-6-41 Present condition of funnel(s) Efficient

Has the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 180 lbs sq

Has the Surveyor examine the Safety Valves of Donkey Boiler? ✓ To what pressure were they afterwards adjusted under steam? ✓

Has the Surveyor examine all the manholes, doors and their fastenings of the Main Boiler? Yes and of the Donkey Boilers? ✓

Has the Surveyor examine the drain plugs of the Main Boilers? ✓ and of the Donkey Boilers? ✓

Has the Surveyor examine all the mountings of the Main Boiler? Yes and of the Donkey Boilers? ✓

Has the propeller shaft now been drawn and examined? No Is it fitted with continuous liner? ✓ Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ✓

Has the propeller shaft now been changed? ✓ If so, state reasons ✓

Has the propeller shaft now fitted been previously used? ✓ Has it a continuous liner? ✓ Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ✓

Has the Surveyor examine the generators, motors, switchgear, cables and fuses? ✓ State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 1/8"

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

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

DONE: The vessel placed on the Pontoon. Propeller, Propeller backed off & screw shaft come, all sea cocks & valves & their fastenings examined

Starb. Main Boiler examined throughout, together with all mountings, manholes etc. Mountings overhauled & the safety valves of both boilers adjusted under steam to the pressure stated above. Electric circuits for new accommodation Megger tested & found in order.

REPAIRS: Propeller blades badly eroded & three tips broken. To be renewed at first opportunity. Starb. Boiler Starb. Comb. Chamb. All tubes re-expanded. 1 Wing screw stay removed.

REMARKS: During to labour shortage, the propeller shaft could not be drawn at this time.

General Observations, Opinion, and Recommendation: The machinery of this vessel, so far as now seen, is in good safe working condition & eligible in my opinion to remain as now classed with fresh record of B.S. 4-41 as previously recommended & the propeller being renewed at the first opportunity

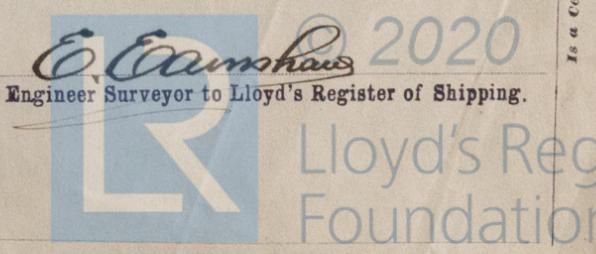
Signature: E. Eamshaw Engineer Surveyor to Lloyd's Register of Shipping. Date: TUE 22 JUL 1941 Status: Deferred B.S. 4-41

CHARACTER. Date of last Survey and of Periodical Surveys.	Years allowed how long.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>100A1.</u>		<u>I.M.C. 4, 34.</u>
<u>Shelter dk with freeboard 7, 40.</u>		<u>B.S. 4, 40.</u>
<u>S.S. Low. 11-3-33.</u>		<u>Yellow R.M.C. 12, 10.</u>
<u>S.S. Low. 11-1-34.</u>		<u>T.S. 3, 38 C.L.</u>

THIS MARGIN.

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

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



W300-0016