

WRECK SECTION NO 409

REPORT OF TOTAL LOSS, CASUALTY, &c

No. 19942 in R.B.

Wreck Book, p. 15/46

Date of writing this report 26th June, 1946

Vessel's Name *L.S. "Balteako" (* R.M.C.)* of *London*Tons Gross 1328
Net 541Built at *Troon* When *1920* 4 Casualty notice sent to Owner *21/5 & 19/6/46* Owner's replies *21/5 & 20/6/46*Owner's Name *Anglo-Latvian Shipping Co. Ltd. (United Baltic Corporation Ltd. (Naps))*Address *158, Fenchurch Street, London, E.C. 3.*Case previously before
Classing Committee.Date
Last Minute

Particulars of Classification.

+100A1
Shelter dk
with fwd 2,46
Examined 11/45
SS No 3-533
SS No 1-37

+LMC 437
BS 11,45
Refy. Machy
TS 4,43 CL

Date of Casualty

29th March, 1946

Précis of particulars of Casualty

Vessel struck submerged object off Fehmarn

Island, Kiel Bay, on 29th March, 1946. She
beached herself and subsequently capsized.

Towards the end of May it was reported that
she was lying in a very exposed position, salvage
would be difficult and costs would exceed the
insured value, and it was recommended that no
attempt be made to save the steamer.

In reply to the casualty notice, the Owners
state that the Underwriters have accepted this
case as a total loss.

SOURCE OF INFORMATION.

BALTEAKO. — Copenhagen, Mar. 30.
Following received by Lyngby Radio at
about 10 p.m. yesterday: S O S steamer
Balteako, M.J.F. (London for Gdynia),
struck submerged object in position one
mile west of Markelsdorf.

London, Mar. 30.—Steamer
Balteako, London for Gdynia, struck a
submerged object N. of Fehmarn Island
at about 8 30 p.m., G.M.T., on Mar. 29
and beached herself, later capsizing.
Wreck is showing above water, and is
now reported to be in position 300 deg.
1 1/2 miles from Wester Markelsdorf
Light. All crew of 31 and passenger
brought safely to Kiel, no injuries. Crew
being sent to United Kingdom to-day
by Ministry of War Transport, with ex-
ception of master and chief engineer,
who are remaining at Kiel. Master of
Balteako considers salvage possible.
Salvage vessel Ernst, from Kiel, now
standing by wreck.

London, Mar. 30.—Steamer
Balteako is lying 90 deg. on starboard
side, about three metres showing above
water. Twenty-nine of crew en route
to Cuxhaven for Hull.

BALTEAKO. — Kiel, Apr. 3.—Steamer
Balteako: Salvage officer endeavouring
to arrange diver's survey about Thursday
(Apr. 4).—Ministry of Transport's
Representative per Salvage Association.
(See issue of Apr. 1.)

BALTEAKO. — Hamburg, Apr. 12.—
Steamer Balteako: Diver's inspection
delayed owing to bad weather.—Salvage
Association's Representatives. (See issue
of Apr. 5.)

BALTEAKO. — London, Apr. 24.—The
following report has been received from
the Marine Salvage Officer, Kiel, dated
Apr. 14: On Mar. 29, at 9 10 p.m.,
British steamer Balteako struck an
underwater obstruction NW. of Feh-
marn Island and sank at 11 30 p.m.,
Mar. 29. Vessel then capsized in posi-
tion lat. 54 34 N., long. 11 01 E., lying
on starboard side. The vessel was
lying in very heavily mined area and
before survey could be made it was
necessary that the place should be swept
for mines. This was accomplished on
Apr. 7 and the weather broke, making
diving impossible until Apr. 13. On
Apr. 13 I proceeded with Captain Frahm
and divers and found the vessel lying
on her starboard side at an angle of
90 deg. From Captain Frahm's report
the angle had increased 5 deg. since he
sighted casualty the morning she sank
and capsized. She was thoroughly
examined by the diver Boruschke, of
the Bugier Reederei-und Bergungs-
A.G., Hamburg. There is approximately
3 ft. of the port side showing out of
water. Diver reported that 110 ft. from
bow, 1 ft. from starboard bilge keel on
the bottom, the plate was damaged to
a distance of 120 ft. from the bow, where
the plate was opened to a hole 1 1/2 ft.
by 1 ft. This, however, was in the
double bottom tanks and would not
have caused the vessel to founder as she
would have floated on her tank tops, so
it is evident that the damage which
matters cannot be examined, as she is
lying on that. The vessel at the time
of foundering had a displacement of 3500
tons. To parbuckle the Balteako it
would be necessary that 50 per cent. of
the cargo shall be discharged, and as the
holds are loaded with Bailey bridge con-
structions stowed with great difficulty,
it is evident that this will cause con-
siderable difficulties. She is lying in the
open sea in an area exposed to all
winds, making the working days in a
month very few, also the bottom is of
sand and stones, making the sweeping
of wires a very long job. The deck
cargo has now broken from its lashings,
and this would also have to be removed
before sweeping of wires could be begun.
The salving of the cargo can only be
determined after seeing the cargo plan;
also the area around the vessel will have
to be swept for mines before operations
can begin. (See issue of Apr. 15.)

BALTEAKO. — Hamburg, May 21.—
Steamer Balteako: Position very
exposed and salvage of vessel very diffi-
cult and expensive but not impossible.
Estimate that reconditioning costs after
salvage, including reinsurance, would
exceed insured value, therefore do not
recommend attempt to save vessel.—
Salvage Association's Surveyor. (See
issue of Apr. 25.)

Suggested Record

Date of Committee

Committee's Minute

Wrecked 3,46
FRI. 28 JUN 1946

Wrecked 3,46