

# WRECK SECTION NO 409

13045

## 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 S.S. "Balteako" (\* B.M.C.) of London Tons Gross 1328 Net 541

Built at Troon When 1920 4 Casualty notice sent to Owner 2/5 & 19/6/46 Owner's replies 2/5 & 29/6/46

Owner's Name Anglo-Satvian Shipping Co. Ltd. (United Baltic Corporation Ltd. Agents)

Address 158, Fenchurch Street, London, E.C. 3.

Case previously before \_\_\_\_\_  
Classing Committee. Last Minute

Particulars of Classification.	
T100A1	+LMC 437
Shelter dk	BS 1145
with fwd 2,46	Refy. Machy
Examined 1145	
SS. No 3-533	
SS. No 1-37	TS 443 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 salve 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.

**BALTEAKO.** — 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 exception 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.

**BALTEAKO.** — 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 Fehmarn Island and sank at 11 30 p.m., Mar. 29. Vessel then capsized in position 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 Bugsier 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 constructions stowed with great difficulty, it is evident that this will cause considerable 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 difficult and expensive but not impossible. Estimate that reconditioning costs after salvage, including reinsurance, would exceed insured value, therefore do not recommend attempt to salve vessel. — Salvage Association's Surveyor. (See issue of Apr. 25.)

LL 1/4

" 5/4

" 15/4

" 25/4

" 23/5

Suggested Record  
Date of Committee  
Committee's Minute

Wrecked 3,46  
FRI. 28 JUN 1946

Wrecked 3,46



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