

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

(Received at London Office

12 MAR 1946

Date of writing Report 12 MAR 1946

When handed in at Local Office 12 MAR 1946

Port of London

No. in Survey held at London Date. First Survey and Last Survey 25 1945 (No. of Visits 1)

19942 on the Machinery of the Wood, Iron or Steel S.S. 'BALTEAKO'

Tonnage Gross 1328 Vessel built at Yacon By whom Aiba S. B. C. 7th. When 1920 4
 Net 541 Engines made at do By whom do When 1920
 Nominal Horse Power 292 MN Boilers, when made (Main) 1920 (Donkey) ✓
 No. of Main Boilers 2 Owners Anglo-Latvian Shipping Co. Ltd. Owners' Address (if not already recorded in Appendix to Register Book.)
 No. of Donkey Boilers 1 Managers United Baltic Corporation Ltd. Port London Voyage ✓
 Steam Pressure in Main Boilers 180 lb
 in Donkey Boilers ✓
 Surveyed at or in Dry Dock Millwall.
 (State name of Dock.)

Particulars of Classification (which must be inserted precisely as in Register Book & 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)
+ 100 A1		+ LMC 4,37
Shell Dk. with freelboard.		BS 11,45
8,45		TS Ch 4,43
SS LON N° 3 - 5,33		Ref. Machy.
SS LON N° 1 - 37		
Examined		11,45

Last Report No. Port

Particulars of Examination and Repairs (if any) Docking

(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?

" " Donkey " " "

If not, state for what reasons Not due for Survey 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)

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?

To what pressure were they afterwards adjusted under steam?

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?

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

7/32"

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.

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 & outside fastenings examined and found satisfactory.

General Observations, Opinion, and Recommendation: The machinery of this vessel as now

(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.)

seen is in good condition and eligible in my opinion to remain as classed without fresh record of survey.

Survey Fee (per Section 29) £ :

Fees applied for

Special Damage or Repair Fee (if any) £ :

19

(per Section 29.)

Received by me,

Travelling expenses (if chargeable) £ :

19

Committee's Minute

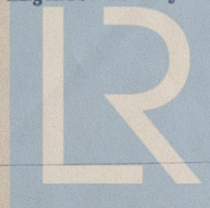
WED. 24 APR 1946

Assigned

As now

M. Chambers

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register
Foundation
W300-0047

Docking

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

J.S.

17.4.46



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