

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

(Received at London Office 17 AUG 1935)

Date of writing Report 16th Aug. 1935 When handed in at Local Office 17 AUG 1935 in Port of LONDON

No. in Reg. Book 21018 Survey held at LONDON Date, First Survey and Last Survey 13th Aug 1935 (No. of Visits One)

on the Machinery of the Wood, Iron or Steel *Sc* BALTONIA
Tonnage Gross 3839 Net 2390 Vessel built at MIDDLESBROUGH By whom SIR R. DIXON & Co. LD. When 1902-4
Engines made at HARTLEPOOL By whom RICHARDSONS WESTGARTH & Co. LD. When 1902
Nominal Horse Power 505 Boilers, when made (Main) 1902 (Donkey) ✓
No. of Main Boilers 2 S.B. Owners UNITED BALTIC CORPORATION LD. Owners' Address ✓
No. of Donkey Boilers 1 2 S.B. Managers ✓ (if not already recorded in Appendix to Register Book.)
Steam Pressure in Main Boilers 180 If Surveyed Afloat or in Dry Dock LOND. GRAY DOCK Port LONDON Voyage
in Donkey Boilers ✓

Last Report No. Port

Particulars of Examination and Repairs (if any) DOCKING

(Periodical Surveys, when held, must be reported in detail and seriatim 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? ✓

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time? ✓

If this was not done, state for what reasons? ✓

And what parts of the Boilers could not be thus thoroughly examined? ✓

Also 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 Boiler? To what pressure were they afterwards adjusted under steam? ✓

Did the Surveyor examine the Safety Valves of Donkey Boiler? 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 Boiler? ✓

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

Has screw 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 shaft now been changed? ✓ If so, state reasons ✓ Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ✓

Has the 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? ✓

State date of examination of Screw Shaft ✓ State the distance between lignum vite or bearing metal of stern bush and top of after bearing of screw shaft ✓ Guard not removed.

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted? ✓

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

Vessel placed in dry dock, propeller and outside fastenings examined and found in good condition. To complete the L.M.C. Survey the electrical equipment remains to be examined. It is stated that this will be done on the vessel's return from her present voyage about August 27th.

General Observations, Opinion, and Recommendation:— The machinery of this vessel as (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, B.S. 9,11, B.&M.S. 9,11, & L.M.C. 9,11, or L.L.M.C. 140 lb., F.D., &c.)

now seen is in good condition and eligible to remain as classed without fresh record.

Survey Fee (per Section 29) £ : Fees applied for 19
Special Damage or Repair Fee (if any) (per Section 29) £ : Received by me, 19
Travelling expenses (if chargeable) £ :

Committee's Minute Assigned Deferred FRI. 30 AUG 1935 FRI. 17 JAN 1936 FRI. 28 FEB 1936 TUE. 10 MAR 1936
W.S. 85-0026 Lloyd's Register Foundation

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

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

Boeking.
No 2 due 2-35 not
advanced. Completion
on return.

It is submitted that this
vessel WILL BE eligible for
the record. till 2-35 when
electrical equipment
examined.

BA
29/8/35

[Faint, mostly illegible handwritten notes and signatures]

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