

(Translation).

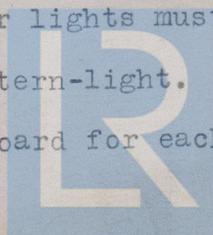
REPORT.

At the request of the Baltischer Bergungsverein, the undersigned surveyors, E. Attemann and P. Gerretz, have surveyed on the 3rd. Oct. 1931, the damaged s.s. "BALTABOR", 1320 tons, registered in London, with a view to ascertain whether the vessel was seaworthy to be towed from Tallinn to Danzig .

As the vessel has been afloat for nearly 1  $\frac{1}{2}$  year without leaking, there is no doubt as to her watertightness. The rudder is broken off.

We beg to make the following recommendations for the towing of the vessel :

- 1.) In order to prevent the vessel yawing when it is towed, the 3 existing 1" steering chains are to be shackled together, to form a chain about 12 fathoms in length. A 3" steel cable is to be fastened to this chain, which must then be let down the stern pipe, so that it is dragged along on the sea bottom.
- 2.) An anchor chain is to be detached from the bower anchor, in order to fasten the tow rope to it.
- 3.) The hand gear of the anchor windlass is to be put in order.
- 4.) The tackle-fall of the existing boat is "einzuschären" (? to be reeved), and the boat provided with the necessary inventory.
- 5.) Two side lights and anchor lights must be on board. One of the latter is to be used as stern-light.
- 6.) A life belt is to be on board for each man of the crew.



© 2021

Lloyd's Register  
Foundation

W587-0041 (12)

2.

7.) Every loose accessory of the deck is to be removed into the cabins.

8.) A crew of 6 men must be on board for the towing of the vessel to Danzig.

Tallinn, 3rd. October 1931.

(s) E. Attemann  
Expert appointed by the  
Revaler Börse.

(s) P. Gerretz  
Naval Architect.



© 2021

Lloyd's Register  
Foundation

WS87-0041(212)