

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

Date of writing Report 12th JUNE 29 When handed in at Local Office 14 JUN 1929 Port of LONDON

No. in Reg. Book 5065 Survey held at LONDON Date, First Survey 24th MAR Last Survey 12th JUNE 1929 (No. of Vessel 10)

Tonnage { Gross 1320 Net 788 Vessel built at COPENHAGEN By whom KIRKMAN & SONS When 1911 4mo. Engines made at COPENHAGEN By whom KIRKMAN & SONS When 1911

Nominal Horse Power 138 Boilers, when made Main (Donkey) ✓

No. of Main Boilers 2 SB Owners Wm. Ball Corporation, Ltd. Owners' Address (if not already recorded in Appendix to Register Book) Port LONDON Voyage

No. of Donkey Boilers 180 W. Managers If Surveyed Afloat in Dry Dock Nelson Dock. (State name of Dock.)

in Donkey Boilers ✓

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER.	Machine and Boiler Survey.
For Special Survey	(including date of N.B. if any).
Date of last Survey and of Periodical Surveys.	

Last Report No. Port Particulars of Examination and Repairs (if any) DAMAGE, LMC, & T.S.

(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? Offered & Declined.

Was a damage report made by anyone else? If so, by whom? Yes.

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Yes.

Do. " Donkey " " " " ✓

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? ✓

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes.

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

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes.

Did the Surveyor examine the drain plugs of the Main Boilers? ✓

Did the Surveyor examine all the mountings of the Main Boilers? Yes.

Has screw shaft now been drawn and examined? Yes. Is it fitted with continuous liner? Yes.

Has shaft now been changed? No. If so, state reasons.

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? No.

State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft? Stern Bush Lower Half Removed. Complete.

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

Damage stated to have been caused by sea. On account of damage the vessel placed in dry dock; the sea connections, Propeller, & Yail shaft drawn in, examined. 4 Propeller blades found broken; this does not, in my opinion, affect its efficiency. Stern Bush Lower Half Removed.

The examination for + LMC Survey was out at the owner's representative's special request. On account of + LMC Survey the vessel placed in dry dock; the Propeller, Sea & Propeller fastenings, sea connections & Yail shaft examined. Stern Bush Lower Half Removed. The columns, pistons, slide valves, pumps, condenser, [under water-test] Pumping arrangements, & Main Steam Pipes, examined. [See attached sheet.]

General Observations, Opinion, and Recommendation:— The machinery of this vessel carried on account of + LMC Survey. The vessel placed in dry dock; the Propeller, Sea & Propeller fastenings, sea connections & Yail shaft examined. Stern Bush Lower Half Removed. The columns, pistons, slide valves, pumps, condenser, [under water-test] Pumping arrangements, & Main Steam Pipes, examined. [See attached sheet.]

NOTE:— TS.[CL] 6.29.

Survey Fee (per Section 25) + LMC £ 10.00
Special Damage or Repair Fee (per Section 25) £ 2.20
Travelling Expenses (if chargeable) £ 1.00

Fees applied for 19 JUN 1929
Received by me, 27-6-29

Committee's Minute TUE. 25 JUN 1929

Assigned + LMC 6.29

CERTIFICATE WRITTEN 3.7.29.

G. B. Vaux & William Brown
Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

London.

Continuation of Report No. 93998 dated 12th June, 1979 on the

STEEL SC. **BALTABOR**

The Crank Pinist & Intermediate Shafts Examined
 The Main Boilers & Mountings Examined Internally, Externally, & under
 Steam; their safety valves have been adjusted as stated.

Repairs - H.P. 4th End Half Bush Reamed.
 Feed Pump Rams Reamed.
 Gudge Injection Valve repaired.
 Lower Manhole Door, Starboard Main Boiler Reamed.
 Main Boiler Forward Collision Check Reamed.
 A few minor repairs effected.

- William Stephenson



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Paid due 4.29. Held.
Ice damage. Screw shaft drawn
Engines Examined at owners
request

It is submitted that
this vessel is eligible for
THE RECORD. + L.M.C. 6.29

②
22/6/29

S.6.29



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