

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

(Received at London Office)

Date of writing Report Dec. 27th 1928 When handed in at Local Office

No. in Book

Survey held at

London

Date, First Survey

Port of London

Last Survey

Dec. 21st 1928

(No. of Visits Six)

67 on the Machinery of the Wood, Iron or Steel Iron S.S. "Baltara"

Gross 2379
Net 1387

Vessel built at Belfast

By whom

Harland & Wolff Ltd.

When 1909

Nominal Horse Power 240

Engines made at

Ld.

By whom

Ld.

When 1909

of Main Boilers 2

Boilers, when made (Main)

1909

(Donkey)

of Donkey Boilers

Owners United Baltic Corp. Ltd.

Owners' Address

(if not already recorded in Appendix to Register Book).

Port London

Voyage Baltic

Main Boilers 215

Managers

Donkey Boilers

If Surveyed Afloat or in Dry Dock

(State name of Dock.)

London Graving 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

MUC 12-27

with feedback

12-27

78.12.27 (CL)

S.S. No. 3-5-24

S.S. No. 1-27

London Rule 4-28

Fitted for oil fuel 2.25 F.P. above 150°

st Report No.

Port

Particulars of Examination and Repairs (if any) Dam. rrs

Medical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the nature 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 details being detailed in the body of the report, should be briefly summarised at the end of the report. State also the names and initials of any letters respecting this case.

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?

not reqd

Is a damage report made by anyone else? If so, by whom?

Underwriters' Surveyors.

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

Yes

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

Yes

Was not done, state for what reasons?

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?

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

Yes

To what pressure were they afterwards adjusted under steam?

215th per

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?

Yes

, and of the Donkey Boiler?

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

Yes

, and of the Donkey Boiler?

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

Yes

, and of the Donkey Boiler?

Has screw shaft now been drawn and examined?

Yes

Is it fitted with continuous liner?

Yes

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

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?

What is the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft?

Pusher re-wooded.

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

Examination on account of grounding in the Kiel Canal Dec 14th 1928
Examined the propeller & sea-cock fastenings - The sea-cocks overhauled & examined - The port sea cock renewed. The blades of both propellers dressed up - The Steering Engine & Gearbox examined - The screw shaft drawn & examined, the lower halves of the Stern Tubes re-wooded -

The Boilers with their safety valves & mountings examined - and found in good order. Some tubes expanded, & the lower manhole door of the stbd boiler refitted by electric welding - The safety valves adjusted under steam as above -

General Observations, Opinion, and Recommendation: - The machinery & boilers, so far as seen, are in good condition eligible in our opinion to remain as classed and to have BS. 12-28 & 2.5. 12-28 recorded.

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, or S.L.M.C. 9, 11, 14 & 15, F.D., &c.)

as seen, are in good condition eligible in our opinion to remain as classed and to have BS. 12-28 & 2.5. 12-28 recorded.

Fee (per Section 25) £ 3.0.0

Fees applied for

Damage or Repair Fee (if any) £ 3.3.0

Received by me,

Printing Expenses (if chargeable) £

14-1-29

Committee's Minute

FRI. 4 JAN 1929

Signed B.S. 12-28

J. P. Cornish

Engineer Surveyor to Lloyd's Register of Shipping.

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W592-0090

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

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

At due 12.28 held

Machinery partly repaired
+ propeller blades repaired
on account of
grounding damage.

N.B.—If this Report is copied by copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

BS/12.28

Boat 5/12.28

BP
31/12/28

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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