

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 14 Feb 1925

When held in at Local Office

19

Port of Rotterdam

No. in
Reg. Book.

Survey held at

Date, First Survey 3 January

Last Survey 3 February 1925

on the Wood, Iron or Steel

BALTARA

TONNAGE:-

GROSS 2849

UNDER DECK 1059

NET 1304

Built at

Belfast

By whom

Harland & Wolff Ltd

When 1909

Owners

United Baltic Corp Ltd

Owners' Address

London

Managers

Port belonging to

Surveyed Afloat or in Dry Dock?

both

Name of Dock

Wiltons Dock

Destined Voyage

London

WB=Cell DBor DBa

feet; uE&B

feet; f

feet

total capacity

tons. FPT

tons; APT

tons; MT

feet

tons.

N.B.—All alterations in the existing records should be underlined.

If the Vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the inside of the tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, girders, and of the inner bottom plating, especially in the boiler space.

Last Report, No. 88406 Port LON

Periodical Surveys, when held, must be reported in detail and verbatim 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 summarised in the form shown below. Whenever the replacement of Anchors or Chains is reported, the particulars should be clearly stated in the space provided on the back of this form. State also the dates and initials of any letters respecting this case. 22-10-24

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 to whom and why they were declined

yes not required.

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR Examination of damage repairs

The vessel is reported to have been aground at Lube on the 28th of August 1924, to have been in collision with the S/S Arkona on the 28th of August 1924 at Kemel, and to have been in collision with the S/S Wyke off Broadness on the River Thames on the 5th November 1924. The vessel has been placed in dry dock bottom cleaned examined and the following repairs carried out

Lower part of stem renewed

On Starboard side:

B strake plate N 1 & 2 and C & D strake plate N 1 renewed
F strake plate N 10 and J strake plate N 11 faired in place.

SUMMARY OF DAMAGE REPAIRS:—

	Shell Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Renewed	8							Part of stem
Removed and Faired or Repaired	10							
Faired or Repaired in place	10	37		13				

PRESENT CONDITION OF THE

Decks	good	State if Tanks have been examined inside	no	Dblg. Plates under Sounding Pipes	not end	Copper, or I.M. of Wood Vessels	✓
Caulking of Decks	✓	State if Tanks now tested	as per report	Engine Room Skylights	good	(State if on Vess.)	
Coamings	✓	Bulkheads	✓	Coal Bunkers, Open'gs, Lids, &c.	✓	When put on, Month	✓ Year
Beams & Fastenings	as far as end good	Ceiling	✓	Scuppers	✓	Boats	good
Outside Plating	good	Cement or Asphalt	✓	Cargo Hatchways	✓	Masts, Yards, &c.	not end
Breasthooks	✓	(State which.)	✓	Hatches	✓	Condition, how ascertained	✓
Transoms	not end	Rudder	good	Planking	of Wood Vessels	(State if redges removed)	no
Frames	as far as end good	Steering gear and its connections	✓	Caulking	ditto	Sails	✓
Reverse Frames	✓	Windlass	✓	Treenails	ditto	Equipment letter	S
Longitudinals	✓	Have Pumps now been examined and found efficient?	not end	Breasthooks & Stemson	ditto	Anchors, No. of	Complete
Transverses	✓	Have Sluice Valves now been examined and found efficient?	✓	Transoms, Pointers, & Crutches	ditto	Cables (State if now ranged)	no
Floors	as far as end good	Have Watertight Doors now been examined and found efficient?	✓	Timbers of Frame at openings	ditto	„ length	✓ size
Beams	✓	Have Ventilators and their Coamings been examined and found efficient?	✓	Ditto ditto at other places	ditto	„ Rule length	✓ size
Stringers	✓			Stringers, Clamps & Shells	ditto	Hawser & Warps	sufficient
Inner Bottom Plating	as far as end good			Salting	ditto	Standing & Running Rigging	good

General Observations, Opinion as to Class, Recommendation, &c.

State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example:—“to remain as now classed in the Register Book without fresh record of Survey,” “to remain as classed and to have record of survey, 1,24,” or “to remain as classed and to have record of survey, 1,24, and the notations of ss No. 1-24 and ptND15, &c.”

The vessel is now in a good and efficient condition and eligible in my opinion to be continued as classed with fresh record of Survey 2-25

Survey Fee (per Section 20) £

Social Damage or Repair Fee (if any)

Travelling Expenses (if chargeable)

Bond Surveyor's Fee (if any)

Fees applied for,

Received by me,

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Character Assigned

100A1 With fbr.

B.C. 2, 25

Filled for oil fuel 225 T.P. above 150° J

Lloyd's Register
W592-0116
Foundation

On Portside:

Astrak plate N. 8-9 & 12 faired in place

B stroke plate N^o 1 & 2 renewed B stroke plate N^o 9 fixed in place

C stroke plate N° 1 and II stroke plate N° 1 renewed

E strike plate N° 3, F strike plate N° 4 & G strike plate N° 5 and 10
screwed in place

E stroke plate N° 9-10 and F stroke plate N° 5 and 10 removed faired and replaced.

21 frames laid in place.

One length of bidge keel removed, faired and replaced

Upon completion of repairs double bottom tanks and fore peak tank tested and found tight.

All broken and disturbed cement renewed.

and new and repaired work coated as required.

Budder examined and found in order

Bottom and rudder now in a good condition and repaired.

When Anchors or Cables are supplied, the particulars are to be reported in the following form:—

When Anchors or Cables are supplied, the particulars a
Preboard card and found in order
ANCHORS

* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

CHAIN CABLES.

[illegible]

A cofferdam has been fitted between N 4 and 5 double bottom tank upon completion of same. tested as required and found tight. Stoke hold bulk head has been shifted 3 frame spaces more forward for settling tanks. Gutterways have ^{been} fitted in way of settling tanks and oil fuel storage tanks as required by the Rules.

In the Starboard and Port oil fuel storage tank wash plate fitted as required
Upon completion double bottom tank N 2-3 & 5 and S 13 & 15 oil fuel storage
tank tested as required by the Rules and found tight