

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

(Received at London Office)

18 FEB 1925

Date of writing Report 13-2-25 When handed in at Local Office

Port of Rotterdam

No. in Survey held at Rotterdam Date, First Survey 8-1-25 Last Survey 10-2-1925

452 on the Machinery of the Wood Iron or Steel ^{for} **BALTARA** (No. of Visits 12)

Gross Tonnage 2379 Net 1387 Vessel built at Belfast By whom Barclay & Wolff When 1909

Nominal Horse Power 240 Engines made at By whom When 1909

No. of Main Boilers 2 Owners United Baltic Corp. Ltd. Owners' Address London (Donkey) When 1909

No. of Donkey Boilers 1 Managers Owners' Address London (if not already recorded in Appendix to Register Book) Port Voyage London

Working Pressure in Main Boilers 215 lb. If Surveyed Afloat or in Dry Dock Both Wilton's Dock Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. Port Particulars of Examination and Repairs (if any) 135. Cond. repairs.

Periodical Surveys, when held, must be reported in detail and serially 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 dates being detailed in the body of the report, should be briefly summarized at the end of the report. State also the initials 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

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? Yes

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

What parts of the Boilers could not be thus thoroughly examined? All parts accessible.

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? 215 lb.

Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes 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 it a continuous liner? Yes 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? Lignum vitae renewed.

Is the survey complete, state what arrangements have been made for its completion and what remains to be done? Completed.

Vessel placed in dry dock, both screw shafts drawn, examined and found good. Port propeller two blades bent, some removed, faired and replaced. Starboard propeller good. Lignum vitae renewed. Seaconnections and their fastenings examined and found good.

Examined Main boilers internally and externally, their mountings and fittings and found same in good condition.

Safety valves adjusted under steam to 215 lb.

Oil fuel installation has now been fitted as per approved plans and Secretary's letters. All pipes tested as required. All lead pipes and bands in engine room and boiler space removed and replaced by steel ones.

Air pipes on double bottom and deep tanks fitted as required.

All requirements of section 49 of the Rules (1921-22) complied with. - p. 2.0.

General Observations, Opinion, and Recommendation: -

(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, E.&M.S. 9, 11, or L.M.C. 9, 11, 14, 15, 16, &c.)

The machinery being now as far as seen in a good condition I am of opinion that the vessel is eligible to remain as classed with fresh record of 135. 2-25 notation of T.S. 2-25, fitted for oil fuel flashpoint above 150° F.

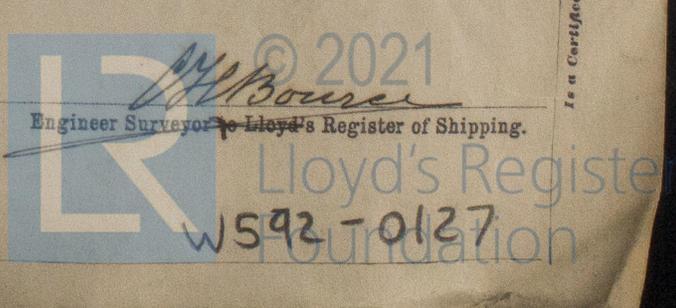
Survey Fee (per section 25) £250.00 Fees applied for 10 lb

Special Damage or Repair Fee (if any) £ Travelling Expenses (if chargeable) £1.00 Received by me 2/25

Committee's Minute 27 FEB 1925

Assigned B.S. 2, 25 record Fitted for oil fuel 2-25 21 above 150° F

CERTIFICATE WRITTEN 4/3/25



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

As. due 1-25, now held.
Seven shafts examined.
Oil fuel burning installation fitted.

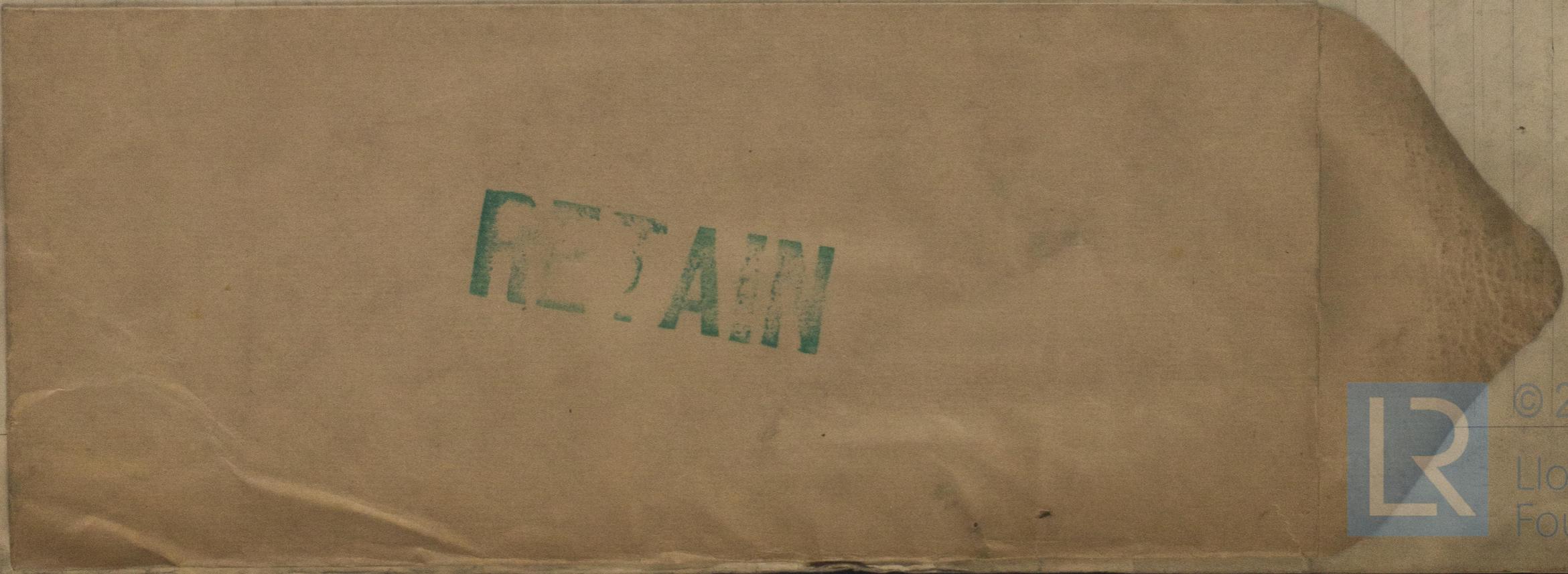
N.B.—If this Report is copied by copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

File submitted that
has been in duplicate
THE RECORD. As. 2-25.
Fitted for oil fuel 2-25
H. above 150°?

Both As. 2-25

W.A.
25/2/25

Setting tanks has been made and tests on fuel apparatus done.
White installation has been supplied by the Bureau with out-fuel.



RETAIN



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