

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

Date of writing Report 24. 2. 1933. When handed in at Local Office 25 FEB 1933. Port of LONDON.

No. 7n Reg. Book. Survey held at LONDON. Date, First Survey and, Last Survey 15. 2. 1933 (No. of Visits 1.)

57912. on the Machinery of the Wood Iron or Steel TWIN SC BALTAVIA

Tonnage { Gross 3452 Net 1801. Vessel built at TRIESTE By whom Stabilimento Tecnico. When 1901-8

Nominal Horse Power 712 Engines made at do By whom do do When 1901.

No. of Main Boilers 5. Boilers, when made (Main) 1901. (Donkey)

No. of Donkey Boilers 1. Owners United Baltic Corporation Ltd. Owners' Address (if not already recorded in Appendix to Register Book.)

Team Pressure in Main Boilers 180 lbs. Managers Port LONDON. Voyage

in Donkey Boilers. If Surveyed Afloat or in Dry Dock Blackwall. (State name of Dock.)

Last Report No. Port

Particulars of Examination and Repairs (if any) Part L.M.C.

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

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? No

Do. " Donkey " " "

If this was not done, state for what reasons? Boilers not offered for survey.

And what parts of the Boilers could not be thus thoroughly examined?

So 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? To what pressure were they afterwards adjusted under steam?

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? , and of the Donkey Boilers?

Did the Surveyor examine the drain plugs of the Main Boilers? , and of the Donkey Boiler?

Did the Surveyor examine all the mountings of the Main Boilers? , and of the Donkey Boiler?

Is screw shaft now been drawn and examined? No Is it fitted with continuous liner? Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

Is shaft now been changed? If so, state reasons

Is 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?

State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft A good fit P. & S.

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

Representative states that the survey work is to be put out for tenders & nothing definite has yet been decided as to when the survey will be completed. To complete the survey

The whole of the Rule requirements for L.M.C. including electrical installation remain to be carried out with the

exception of the examination of the propellers & fastenings of sea connections.

The full survey for LLOYD'S R.M.C. also remains to be carried out.

Now done:- Vessel placed in dry dock, propellers, A brackets & their bush

ends & fastenings of sea connections examined.

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, any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, B. 140 lb., F.D., &c.)

The machinery of this vessel so far as now seen is eligible to remain as classed with fresh record of L.M.C. with date has been completed.

Survey Fee (per Section 29) £ : : Fees applied for 19
Special Damage or Repair Fee (if any) £ : :
(per Section 29.)
Travelling expenses (if chargeable) £ : : Received by me, 19

Committee's Minute TUE. 28 FEB 1933

Assigned Deferred

FRI. 1 SEP 1933

FRI. 23 MAR 1934

FRI. 22 FEB 1935

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