

(Received at London Office

30 MAR 1944

Date of writing Report.....19..... When handed in at Local Office.....28-3-1949..... Port of.....GLASGOW.....

No. in Reg. Book. Survey held at ADROSSAN Date. First Survey 11-2-49 Last Survey 15th Mar 1949
Tw. Sc. (No. of Visits) 6

~~6-2381~~ on the Machinery of the Wood, Iron or Steel M.V. BALTIC COAST
90489

Tonnage	Gross	1422	Vessel built at	ARDROSSAN	By whom	ARDROSSAN DOCKYARD LTD	When	1948-6
	Net	481	Engines made at	GLASGOW		BRITISH PORT ENGINE CO		1948-6

Engines made at 275000 By whom BRITISH POLAR ENGINEERS When 1948
Boilers, when made (Main) ✓ (Donkey) ✓

o. of Main Boilers ☒ Owners COAST LINES LD Owners' Address _____
o. of Donkey Boilers ☒ (If not already recorded in Appendix to Register Book.)

team Pressure—
in Main Boilers.....

Managers.....

Port LIVERPOOL Voyage.....

If Surveyed Afloat & in Dry Dock ARDROSSAN

Particulars of Classification (which must be inserted)

CHARACTER.	Used	Not Used	Machinery and Bolter
1. <i>General</i>			
2. <i>Particular</i>			
3. <i>Special</i>			
4. <i>Other</i>			

* for Special Survey. Date of last Survey and of Periodical Surveys.		Year assigned now expires	Material Surveys (including date of N.B., if any)	Boiler
Particulars of Examination and Repairs (if any) <i>REPAIRS T.S. & D.B. UNLESS</i>				

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 Damages (the cause of which must be stated) should be separated from Repairs due to other causes; and further being described as to the nature of the damage.

summarised at the end of the report. State also the dates and initials of any letters respecting this case.....

services for this purpose, and why they were declined.

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

At the surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? ✓

" " Donkey " " " " ✓

ON ENGINE ROOM SURVEY.

not, 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? _____

State latest date of internal examination of each boiler: _____

ENDORSEMENT

Present condition of funnel *(s) satisfactory*

Did the Surveyor examine the Safety Valves of the Donkey Boilers? yes To what pressure were they afterwards adjusted under steam? 100 lbs

14. Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? ✓, and of the Donkey Boilers? No

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

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

as the screw shaft ⁵ now been drawn and examined? yes Has it a continuous liner? no Is an approved oil retaining appliance fitted at the after end? yes

Has the shaft now fitted been previously used? no Has it a continuous liner? no

State date of examination of Screw Shaft 28.2.49 State the wear down in the stern bush 51.1000, P. fit Is electric light and/or power fitted? ☒ If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? ☒

as the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms?

the Survey is not complete, state what arrangements have been made for its completion and what remains to be done. *Complete.*
Keel placed in dry dock propellers stern bushes and ship's side connections

examined. Both screw shafts drawn and examined. Starboard shaft

found slightly scored but fit for further service. Hot shaft and bushes found scored, shaft taken ashore and machined, bushes reinstalled.

stern tubes thoroughly cleaned. All Admiral working surfaces machined.

now done for LMC-65. - Port main engine cylinders nos 2 & 4 and Starboard engine no 4 cylinder: cylinders covers pistons valves connected in order.

With their top & bottom and bushes examined.

At this time a new donkey boiler, No 4090 built by A. Anderson & Sons of Glasgow, Glasgow Report No 73608, has been fitted on board the cable car by the United

under steam and the installation found satisfactory

all the foregoing found or placed in good condition

General Observations, Opinion and Recommendation: *The machinery of this engine is good*

(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, 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, SS 9.11, B&MS 9.11 *LMC 9.11 or *LMC 140 lb. FD, &c.)

condition and eligible in my opinion to remain as classed with

fresh record of + L.M.C. - CS (with date) on completion of survey; port and starboard screw shafts seen 26.3.49 and 26.4.49 - both fitted 2.4.49

12 *Leptocarpus* var. *5.4.1* and *Leptocarpus* *5.4.1*

Survey Fee (per Section 28)..... 73 00 E 3 - - Fees applied to 29 MAR 1949

Special ~~Damage or~~ Repair Fee (if any) £ 5 : 5 : -
(per Section 29.)
Received by me. *Ud*
James Crawford

avelling expenses (if chargeable) £ 3 - - 19

Committee's Minute ALABAMA 29 MAR 1949

Signed ASD now
S. 2,49

-1 NDB 1.49 fitted 3.49

002846-002852-0049

