

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

(Received at London Office 11<sup>th</sup> JUN 1955)

Date of writing Report 2nd, June, 1955 When handed in at Local Office 2nd, June, 1955 Port of BUENOS AIRES

No. in Reg. Book Survey held at BUENOS AIRES Date, First Survey 6-5-55. Last Survey 2-6-1955. (No. of Visits thirteen)

02878 on the Machinery of the Steel S.S. "BALTYK"

Tonnage Gross 6984 Vessel built at Newcastle By whom Swan Hunter & Wigham Richardson Ltd. Year, Month 1942-3 mo.  
Net 5705 Engines made at Newcastle By whom Swan Hunter & Wigham Richardson Ltd. When 1942

Nominal Horse Power 433 MN Boilers, when made (Main) 1942 (Donkey) ---

No. of Main Boilers 2 SB Owners Polish Government Owners' Address ---

No. of Donkey Boilers --- Managers Polish Ocean Lines. Port Gdynia Voyage ---

Steam Pressure in Main Boilers 220 lb of Surveyed Afloat --- South Dock --- Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. 1048 Port Sto.

Particulars of Examination and Repairs (if any) BOILER 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 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? ---

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 --- Present condition of funnel(s) ---

Did the Surveyor examine the Safety Valves of the Main Boilers? --- To what pressure were they afterwards adjusted under steam? ---

Did the Surveyor examine the Safety Valves of the Donkey Boilers? --- 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 Boilers? ---

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

Has the screw shaft now been drawn and examined? --- Has it a continuous liner? --- Is an approved oil retaining appliance fitted at the after end? ---

Has the shaft now been changed? --- If so, state reasons --- Has the shaft now fitted been previously used? --- Has it a continuous liner? ---

Is an approved oil retaining appliance fitted at the after end? --- State date of examination of Screw Shaft? --- State the wear down in the bush --- Is electric light and/or power fitted? --- If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? ---

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

Machine parts, when referred to by numbers, should be counted from forward. Auxiliary machinery should be referred to by position in Machinery Space.

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

On examination starboard main boiler, defective rivets were found on upper back plate seam, both circumferential seams, and lower butt straps.

PAIRS:- Lower butt strap all rivets in lower half of strap removed holes reamed & rivetted.

Upper back plate seam fifteen rivets removed holes reamed & rivetted. Circumferential seams defective rivets removed, holes reamed and bolts fitted.

Several hydraulic and steam pressure tests were made to detect all above defects 119 in number, and on completion boiler examined under full steam pressure and found satisfactory.

It is stated Owners are making arrangements for permanent repairs to be dealt with at a home port.

It is recommended that rivetting of starboard boiler be examined at suitable European port where vessel now bound direct.-

The points of the rivets mainly were found broken off or partially broken, and many rivets were found broken about mid length.

General Observations, Opinion, and Recommendation: The Machinery of this vessel, as far as now seen, is in  
(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, + L.M.C. 9,11 or + L.M.C. 140lb., F.D., &c.)  
CS 3,34  
the condition and eligible in my opinion to remain as classed, without fresh record of survey,  
subject to rivetting of starboard boiler being examined at suitable home port where vessel now  
bound direct.-



**SURVEY CONTINUED TO BELOW**

Repairs	4,000.00
Exp.....	210.00
Free Boiler Repairs	2,000.00
Travelling expenses (if chargeable)	180.00
Special Attendance Fee	250.00
Committee's Minute	

Fees applied for  
20/5/1955  
3/6/55  
 Received by me,  
 19  
**THURSDAY 21 JUL 1955**

Engineer Surveyor to Lloyd's Register of Shipping.  
**H. Taylor.**

SCO. 1-55  
 (The Surveyor)

010720-010728-0188

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

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

See previous endorsements  
23/6. 15/7/55.

Action has been deferred for boiler  
repairs. Repairs now done but

Surveyor recommends further examination

It is submitted that the  
vessel is eligible to receive

as **CLASSED**, subject as now recommended

also to main circulation pump  
impeller casing being examined  
before the end of 9. 55



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24

15.11.55

Await further news  
from Bureau & advise  
fully surveyed at  
port where vessel  
& boiler to be  
held.

Classed as subject to 15.11.55