

REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

(Received at London Office

Date of writing Report 29/4/55 When handed in at Local Office 29/4/55 Port of Santos (L.L. MAY 1955)
 No in Reg. Book Survey held at Santos Date First Survey 25/4/55 Last Survey 29/4/55 (No. of Visits 4)

91142 on the Machinery of the ~~Wood, Iron or Steel~~ S/S "BALTYK"

Tonnage { Gross 6984 Vessel built at Newcastle By whom Swan Hunter & Wigham
 Net 5705 Engines made at Newcastle By whom Richardson, Ltd. When 1942 - 3
 Nominal Horse Power 433 Boilers, when made (Main) (Donkey) Richardson, Ltd. When
 No. of Main Boilers 2 Owners Polish Government Owners' Address (if not already recorded in Appendix to Register Book.)
 No. of Donkey Boilers - Managers Polish Ocean Lines Port Gdynia Voyage Buenos Aires
 Steam Pressure in Main Boilers 220 If Surveyed Afloat or in Dry Dock afloat (State name of Dock.)
 in Donkey Boilers -

Last Report No. 111897. Port *huc.*

Particulars of Examination and Repairs (if any) Boilers.-

(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?

" " Donkey " " "

If 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

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 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

stern bush Is electric light and/or power fitted?

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses?

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

Engine 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

VESSEL AFLOAT

Port boiler: four rivets were found broken, with their head sheared, on the outside, in back end plate seam; when the adjacent rivets were hammer tested, it was found necessary to renew 11 more rivets, showing the same defect.- In addition, several fine cracks were noticed in plate in way of rivet holes and a larger crack in turn of flange: this last crack was veed out and welded while it was considered that nothing effective could be done to the other cracks.- All rivets in this seam, were hammer tested from inside the boiler and appeared to be sound.-

However, it is my opinion that the lagging should be removed in way of the seam, for a thorough examination.- On completion of repairs the boiler was water tested to 150 lbs. when it was found that two more rivets should be renewed.- The water test was not repeated.-

Starb. boiler: Two rivets were found broken: this boiler was under steam, and these rivets were not leaking.- Nothing could be done to this boiler and it was recommended to deal with it at Buenos Aires.-

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, BS 9,11, B&MS 9,11, LMC 9,11 or LMC 140 lb., FD, &c.)

CS 3,34

The repairs having been completed to my satisfaction, it is my opinion that the record of BS can be retained in the Register Book in the case of this Vessel, subject to the broken rivets in back end plate seam of Starb. boiler being renewed at Buenos Aires, port for which the Vessel now sails, and subject to back end plate seam of both boilers being thoroughly

examined and dealt with on the Vessel's return to a home port from the present voyage.-

Survey Fee (per Section 29) £ 5,000,00
 Spec. att. fee 500,00
 Special Damage or Repair Fee (if any) £ : :
 (per Section 29.)
 Travelling expenses (if chargeable) £ 150,00

Fees applied for

29/4/19 55

Received by me,

19

Committee's Minute Stamps 21,00

Assigned

De ferred - await BAs. report.

THURSDAY 26 MAY 1955

Lloyd's Register of Shipping



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