

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 28th Oct 54 When handed in at Local Office 2 NOV 1954 19... Port of NEWCASTLE-ON-TYNE.

No. in Reg. Book 52857 Survey held at Hebburn-on-Tyne Date, First Survey 1-7-54 Last Survey 14-10-1954
on the Wood, Iron or Steel SS "BALTIC"
TONNAGE Built at Newcastle By whom Messrs. Hunter & W. Richardson When 1942 MONTH 3
GROSS 6984 Owners Polish Government Owners' Address
UNDER DECK 6589 Managers Polish Ocean Lines. Port belonging to Gdynia
NET 5705

Surveyed Afloat or in Dry Dock? Both Name of Dock Palmers-Hebburn Destined Voyage
Cell/D/Bor/D/Bo feet; u&B feet; f feet
total capacity tons. FPT tons; APT tons; MT feet tons.

only alterations in the existing records of tanks should be inserted.

N.B.—All alterations in the existing records should be underlined.

Last Report, No. 1834 Port Adm

Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules and items remaining to complete the Surveys should be summarised. 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 summarised in the form shown below. Whenever the replacement of Anchors or Chains is reported the particulars should be clearly stated in the space provided on the back of this form State also the dates and initials of any letters respecting this case 14/6/54, 14/6/54 & 21/7/54

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 to whom and why they were declined.

Was a damage report made by anyone else? if so, by whom?

REPAIRS, OR EXAMINATION AS PER RULE FOR Oil Fuel Conversion & Special Survey.

O.F. Conversion. Now done.

Oil Fuel Conversion Bunker with enclosed settling tanks has been fitted between frames 85 & 95 in accordance with, to scullings & arrangements equivalent to those shown in approved plans.
Wing O.F. Bunker have been fitted in the working space between frames 75 & 85 in accordance with approved plans.
No. 1, 2, 3 & 5 D.B. Tanks 705 have been adapted for Oil Fuel. A WT floor was fitted on No. 39 & form a cofferdam between Nos 6 & 5 B. Tanks which are now to carry O.F. Fuel & F. Water respectively.
The bulkheads & beams of tank top plating are all welded & no sheathing box.

SUMMARY OF DAMAGE REPAIRS:	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors.	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:
Renewed	✓	✓	✓	✓	✓	✓	✓	
Removed and Faired or Repaired	✓	✓	✓	✓	✓	✓	✓	
Faired or Repaired in place	✓	✓	✓	✓	✓	✓	✓	

PRESENT CONDITION OF THE

Decks	good	Bulkheads	good	Engine Room Skylights	good	Copper, or Y.M.	
Caulking of Decks	good	Ceiling	good	Coal Bunkers, Openings, Covers, &c.	good	(State if on Felt.)	
Coamings	good	Cement or Asphalt	good	Oil Bunkers	good	When fitted, Month	Year
Beams & Fastenings	good	Rudder	good	Scuppers	good	Boats	✓
Outside Plating	good	Steering gear and its connections	good	Cargo Hatchways	good	Masts, Yards, &c.	good
" " in way of sidelights	good	Windlass	good	Hatches	good	Condition, how ascertained	by examine
Frames	good	Have pumps been examined and found efficient?	Yes	Planking	✓	(State if wedges removed.)	
Reverse Frames	good	Have Sluice Valves been examined and found efficient?	✓	Caulking	✓	Equipment letter	at
Longitudinals	✓	Have Watertight Doors been examined and found efficient?	Yes	Treenails	✓	Anchors, No. of	3 + 1
Transverses	✓	Have Ventilators and their Coamings been examined and found efficient?	Yes	Breasthooks & Stems	✓	Cables (State if now ranged)	Yes
Floors	good	Air and Sounding Pipes	good	Transoms, Pointers & Crutches	✓	" length 270 ft. mean diamr 1 3/4"	
Keelsons	good	Doubling Plates under Sounding Pipes	good	Timbers of Frame at openings	✓	" Rule length 270 ft. size 2" red	
Stringers	good			" " at other places	✓	Chain Locker	good
Inner Bottom Plating	good			Stringers, Clamps & Shelves	✓	Hawsers & Warps	sufficient
Have the Tanks been examined internally?	Yes			Sanding	State if examined	Standing and Running Rigging	efficient
Have the Tanks been tested?	Yes					Sails	

General Observations, Opinion as to Class, Recommendation, &c.:

State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example:— "to remain as classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1.38," or "to remain as classed and to have record of survey, 1.38, and the notations of ss No. 1.38."

This vessel is eligible in my opinion to remain as classed with fresh record of dry docking 9.54 and notation of S.S. Nwc 10.54

Survey Fee (per Section 23) £ 90 : 0 : 0
Special Damage or Repair Fee (if any) £ 10 : 10 : 0
Travelling Expenses (if chargeable) £ 50 : 0 : 0
Second Surveyor's Fee (if any) £

Fees applied for,

3 NOV 1954

Received by me,

19.

R. Sebatt

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Character Assigned

TUESDAY 16 NOV 1954

9.54 Nwc, without apl. adm.

S.S. Nwc. 10.54 + LMC 10.54 subject
S.N. 9.54 sps 10.54 Filled for all fuel 10.54 F.P. above 150°F

CERTIFICATE WRITTEN

Lloyd's Register Foundation

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been filled except under hatchways. The plating of Bulkhead 95 has been all renewed, with seams and also connection to the shell, deck & tank top are welded. Stiffeners are riveted to the plating with intermittent welding. The to make up stiffening of opening of vents (Tolans glands). Bulkhead is sheathed on the hold side, gutterway & oil lge. fitted. Bulkhead 85 has been partly renewed, with

The plating of Bulkhead 85 has been partly renewed, with welded connection to the shell, tank top & deck. The details of construction of 84, 85 & 86 "as fitted" are shown in the enclosed plans.

The 2nd Deck in way of Cross Bunker & Sillling Tanks has been sheathed. The Oil Fuel Bunkers, sillling tanks & D.B. tanks intended for carriage of O.F. have been tested to Rule's requirements & found satisfactory. Gutterways, draining into oil lge, have been fitted at all boundary bulkheads & cofferdams open to machinery space separate Wing Bunkers from No. 4 D.B. Tank (Feed Water). Oil lge. motions have been tried & found satisfactory. Pumping & pumping arrangements are in accordance with Rule's requirements. Heating coils now fitted in O.F. tanks have been tested to 300 c/sq. & found satisfactory. The saddle back hatchway has been closed to the tween deck.

When Anchors or Cables are supplied, the particulars are to be reported in the following form:-

ANCHORS.									
Number of Certificate.	Anchors.	WEIGHT EX STOCK.			WEIGHT OF STOCK.			TEST PER CERTIFICATE.	
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons	Cwts.
	1st Bower								
	2nd "								
	3rd "								
	Collective Weight								
	Stream								
	Kedge								

* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd or 3rd bower.

CHAIN CABLES.

Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.				Length and size per rule.	Description.	Makers of Cables.	Where and when tested and Superintendent.
	Length.	Diam.	Stretch.	Breaking.	Supplied.	Per Rule.	Length.	Diam.				
	Fathoms.	Ins.	Tons.	Tons.	Cwts. qrs. lbs.	Cwts. qrs. lbs.	Fathoms.	Ins.				
Iron Stream Chain or Steel Wire												

by W.T. Deck at the upper deck level & saddle-back is now to be used as galley bunkers. The doors 905 from the boiler space into Tween deck have been closed with a opening permanently closed. All redundant openings in the casing, deck etc are blocked up. The upper deck Wing hatchway into Port Tween deck Bunkers closed with a deck opening fitted over. The W.T. Bulkhead on Fr. 85 has been removed in way. Continued on p. 3

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of Tween Deck 905 & the space thus open is to be used for carriage of cargo. Appropriate notation is to be made in the Register Book (See Secretary's letter of 21-7-54).

W.T. Bulkhead has been fitted in the Starb. Tween deck on Fr. 77 & space thus formed between 84 & 77 & 66 is accessible from the machinery space & is fitted as workshop & store. Diesel Oil Tanks & Oil Separator are also fitted in this tween deck.

The portable litted plate on 84 & 66 (Starb) has been permanently secured in position by two welded plates, riveted at ends to 84 & 66.

Vessel has been re-measured for Tonnage but new tonnage Certificate has not been issued at the time of the vessel departure from this port.

Notation in Register Book. Insert:-

"Four divisional W.T. BHS in 'tween decks" for 5 BHS

Midship O.F. tank 25'-10" long

Wing O.F. tanks in Machinery space 25'-10" long

"Fitted for Oil Fuel 10,54 F.P. above 150°F."

Amend:- Cell P.B 370 1292 for 1299

Special Survey

Now done: Vessel placed in dry dock, bottom, sides & middle (littered) cleaned, examined & recoiled. Bunker & Cables ranged and examined.

The holds, Tween decks, ports, bunkers, engine & boiler spaces cleaned, ceiling removed as required. Steelwork examined throughout, sealed and coated as necessary. It was not considered necessary to drill the shell plating. Plating in way of bilge lights examined. All double bottom tanks & cofferdams, deep tanks, fore & after peak tanks examined internally and tested. Decks (chilled as necessary) chain locker, masts & rigging (up to attachment), hatch coverings, covers & supports, tarpaulins, cloths & battening arrangements, ventilator coverings & covers, steering gear (coupled directly) and auxiliary gear, windlass, handpump water-tight doors, air & sounding pipes & striking plates examined.

Freeboard Renewal Survey carried out & freeboard verified. Alteration referred in Rpt. C. 11 (Cont.).

W.T. Repairs:-

Rudder. Aft. Thread & taper of backing pin built up by E.W. & modified. Transverse welding in the middle plate abraded & re-welded.

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Anchor & Cables: 2 anchor shackles & 4 crown pin bolts renewed ^{in useful material} and lengths changed into locker.

Steering gear: Steering engine overhauled. Auxiliary tackle blocks greased & made workable. Steering gear tried & found satisfactory.

Tank tops No 2 Hold. 1 in No plate renewed (1)

1 in No " - removed, painted & replaced (1)

7 in No plates painted in place and (2)

F. Bar stiffeners fitted under affected plating.

No 3 Hold. 2 in No plates renewed (2)

1 in No plates cropped & part renewed (1)

5 in No plates painted in place and F. Bar (5)

stiffeners fitted under affected plating.

5 in No floor top bars painted in place.

Machinery Space. Badly warped & welded tank top plating in way of after Berlier stools P & S. (in way of W.F. floor between Dry Tank & No 4 D.B. Tank.)

Tank top plating cropped & part renewed (4)

(welded insert) & after Berlier stools P & S renewed.

Cargo Spaces. No 1 Hold:- 2 B^{ts} on & stiffeners renewed

No 1 Tween D.K.:- 1 bricked beam knee painted in place.

No 2 Hold:- Four & B^{ts} Two stiffeners removed, painted & B^{ts} between bittles - three stiffeners painted in place & two bottom B^{ts} renewed.

Four Beam knees painted in place.

No 2 Tween D.K.:- Four beam knees painted in place

95 B^{ts} - warped plate cropped about 21" above deck & renewed for the full breadth of the ship.

No 3 Hold:- 5 Beams ~~renewed~~ painted in place (5)

No 3 Tween D.K.:- 2 " " (2)

No 4 Hold:- After & B^{ts} painted in place & welded to the tunnel. Trusses in Tunnel plating cut-out & welded.

No 4 Tween D.K.:- 1 Beam painted in place. (1)

Cargo Batten cleats. About 300 defective cleats in Holds & Tween decks renewed or made good.

Wood ceiling now fitted on the tank top in way of all cargo hatches.

Shell plating. Underside shell plate "H" stroke in way of 95 B^{ts} stroke painted in place (1)

Upper deck plating. Deck plating warped & fitted abreast fore end of Fore deckhouse P & S. Doubling fitted on starb. side & fitting welded up on the Port side prior to fitting wood sheathing.

Engine Casing. Two doublings fitted over warped plating on top of casing.

Lower Bridge deck (deckhouse). Warped deck plating reinforced by doubling.

One plate cropped & part renewed

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Prop deckhouse Doublers fitted in way of warhol
coverings to the doors P & S.

Scupper & Sanitary discharges opened up & made good as
necessary, redundant connections cut-off. One redundant
overboard discharge in way of No 4 hold Stab side
removed & shell opening blanked-off.

Escape hatches from steering gear compartment removed & deck
opening blanked off.

Number of other minor repairs effected.

Fire Pump Compartment

Emergency Fire Pump has been fitted in the compartment at
the fore end of the 'tween deck accommodation aft. No direct
access from the upper deck is provided. The compartment has been stuffed
off all wood & other combustible fittings, but steel F.O.A. Bulkhead
separating this compartment from the rest of accommodation is
to be fitted in Gdynia, as stated by the Owners Superintendent.
Sea suction for the fire pump has been arranged in the
tunnel recess & valve fitted at the shell, locked in open position.

Cargo Battens

The vessel is fitted with only about $\frac{3}{4}$ of the full
complement of cargo battens in holds & 'tween decks. The Owners
Superintendent stated that the remainder of cargo battens
will be fitted on the vessel's arrival at Gdynia
where she is due at the end of October 54.

S.R. List Rudder post in way of gudgeons has been
specially examined & found satisfactory. It is
submitted that this item be now deleted.

Plans endorsed:-

As approved:-

- 1) Oil Fuel Bunkers
- 2) Pipe Tunnel
- 3) Pumping Arrangements
- 4) Arrangement of Steam & Exhaust
Pipes for O.F. Conversion

- 5) Arrangement of Heating Gills in

No. 1, 2, 3 & 5 D.B. Tanks.

- 6) New W.T. BHD in 77 Fr. in 'tween deck.

As fitted:-

- 1) Pumping Arrangements
- 2) Arrgt of Steam & Exhaust Pipes
for O.F. Conversion
- 3) Details of 85 & 95 W.T. BHD.

Laroczek

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