

Rpt. 9

Date of writing report

Survey held at *Newcastle-on-Tyne*

Received London

4 - NOV 1954

Port *NEWCASTLE-ON-TYNE*No. *111897*No. of visits *24*First date *5-4-54*Last date *14-10-54*

## REPORT OF PERIODICAL SURVEYS &amp; REPAIRS OF MACHINERY

No. in R.E. *52854* S.S. Name *"BALTYK"*Owners *Polish Government*Managers *Polish Ocean Lines*Gross tons *6984* Date of build *1942 3.*Engines made *1942*By *Swan Hunter & Wigham Richardson*Port of Registry *Gdynia*No. of Main Engines *1* No. of Screws *1*Type *T 3y. 23' 39" 66-45' (S)*No. of Main Boilers *25B* W.P. *2206/0"*No. of Aux./Donkey Boilers *—* W.P. *—*Surveyed Afloat or in Dry Dock *Both*Nature of Survey *ONE TSCL LMC SRL D.F. CONS. REMAIN*Was Damage Report issued? *No* Int. Cert.? *YES*

Last Report (For Head Office only)

Records of Survey &amp; Special Notations as per Register Book

Hull	Machinery
+100 AI	+LMC 5.50
WITH FREEBOARD 12.52	BS 12.52
SS Gdy 5.50	TSCL 12.52

The condition of any of the following items is to be described as "good" only when the part has been examined, found or placed in good condition, and is considered to be acceptable until the due date of the next Periodical Examination. Where it is considered that re-examination or repairs should be effected before the due date of the next Periodical Examination a distinguishing mark thus † should be inserted against the item and the circumstances and action recommended described fully under "defects and repairs". At part or complete Special Surveys those items which are not applicable to the ship should be cancelled with a black line; this need not be done when the machinery is on a continuous survey basis. When any part has been subjected to pressure test this should be stated. Engine parts when referred to by numbers should be counted from forward.

DOCKING Propellers *Good* Wear Down of Stern Bushes *Close* Oil Glands *✓* Sea Connections *Good*  
 Fastenings *Good* Has Screwshaft/Tubeshaft been drawn? *Yes* Date of Examination *16.9.54* Has Shaft been changed? *Yes*  
 Has Shaft now fitted been previously used? *No* Has Shaft now examined/fitted a continuous liner? *Yes* Approved oil gland? *No*

MAIN ENGINES (Recip. Steam or I.C.)

PORT

STARBOARD

1 Cyls., Covers, Pistons & Rods *Good*2 Valves & Gears *Good*3 Connecting Rods, Top Ends & Guides *Side Good*4 Crankpins & Bearings *Centre Good*5 Journals & Bearings *Side Good*6 Journals & Bearings *Centre Good*7 Journals & Bearings *Good*8 Journals & Bearings *Good*9 Journals & Bearings *Good*10 Journals & Bearings *Good*11 Journals & Bearings *Good*12 Journals & Bearings *Good*13 Journals & Bearings *Good*14 Journals & Bearings *Good*15 Journals & Bearings *Good*16 Journals & Bearings *Good*17 Journals & Bearings *Good*18 Journals & Bearings *Good*19 Journals & Bearings *Good*20 Journals & Bearings *Good*21 Journals & Bearings *Good*22 Journals & Bearings *Good*23 Journals & Bearings *Good*24 Journals & Bearings *Good*25 Journals & Bearings *Good*26 Journals & Bearings *Good*27 Journals & Bearings *Good*28 Journals & Bearings *Good*29 Journals & Bearings *Good*30 Journals & Bearings *Good*31 Journals & Bearings *Good*32 Journals & Bearings *Good*33 Journals & Bearings *Good*34 Journals & Bearings *Good*35 Journals & Bearings *Good*36 Journals & Bearings *Good*37 Journals & Bearings *Good*38 Journals & Bearings *Good*39 Journals & Bearings *Good*40 Journals & Bearings *Good*41 Journals & Bearings *Good*42 Journals & Bearings *Good*43 Journals & Bearings *Good*44 Journals & Bearings *Good*45 Journals & Bearings *Good*46 Journals & Bearings *Good*47 Journals & Bearings *Good*48 Journals & Bearings *Good*49 Journals & Bearings *Good*50 Journals & Bearings *Good*51 Journals & Bearings *Good*52 Journals & Bearings *Good*53 Journals & Bearings *Good*54 Journals & Bearings *Good*55 Journals & Bearings *Good*56 Journals & Bearings *Good*57 Journals & Bearings *Good*

OPINION OF MACHINERY AND RECOMMENDATIONS

Have Main Engines been tested working and manœuvring? *Yes*

*The machinery of this vessel so far as now seen is in a safe working condition eligible in my opinion to remain as licensed and have fresh records of +LMC 10.54 TSCL (N) 9.54 SPS 10.54 and rotation "fitted for oil fuel 10.54 F.P. above 150°F" subject to the main circulating pump impeller casing being re-examined before the end of September 1955 and without special notation regarding the screwshaft and outer back tube plates*

Date of Committee

TUESDAY 16 NOV 1954

Decision

+LMC 10.54 subject

S.N. 9.54 sps 10.54

Fitted for oil fuel 10.54 F.P. above 150°F

*A. Stephenson & Wilson*  
 Engineer Surveyor to Lloyd's Register of Shipping



Lloyd's Register  
 Foundation  
 CERTIFICATE WRITTEN

Has a Survey also been held on Ship?  
 If so, is the Report sent now, or when will it be sent?

If certificate is required state where to be sent.

10720-010726-0208-1



32 Essential Independent Pumps (Identify by position) *General service, good, bilge and ballast good both main feed pumps good*

33 Bilge, Ballast & Oil Fuel Suction Lines, Fittings & Controls *good*

34 Have the remaining Piping Arrangements & Fittings in the machinery space been examined as considered necessary? *yes good*

35 Fresh Water Coolers *good*

36 Lub. Oil Coolers *good*

37 Heaters (state service) *main feed good*

38 Independent Air Compressors, Coolers & Safety Devices

39 Air Receivers & Safety Devices - Main

40 Auxiliary

41 Oil Fuel Tanks (Not forming part of hull structure)

42 Evaporators *good*

43 Have Evaporator Safety Valves been tested under steam? *yes*

44 Steering Machinery *good*

45 Windlass *good*

46 Fire Extinguishing Arrangements *good*

AUXILIARY ENGINES (Identify by position) *Starboard inboard good*

		ELECTRICAL EQUIPMENT	
PROPULSION	PORT	STARBOARD	AUXILIARY EQUIPMENT
a Generators			Generators & Governors <i>good</i>
b Exciters			Motors <i>good</i>
c Air Coolers			Switchboards & Fittings <i>good</i>
d Motors			Circuit Breakers <i>good</i>
e Air Coolers			Cables <i>good</i>
f Control Gear, Cables, etc.			Insulation Resistance <i>good</i>
g Insulation Resistance			Steering Gear Generators and Motors <i>good</i>
h Insulating Oil Test			Navigation Light Indicators <i>good</i>
i Overspeed Governors			
j Magnetic Couplings			
k Air Gap			

BOILERS OPENED UP & EXAMINED (Identify by position and state latest date of internal examination of each boiler)

MAIN *Good Port and Starboard 4.10.54* AUXILIARY, DONKEY or PRESS

Superheaters *good*

Safety Valves *good*

Mountings, Doors & Fastenings *good*

Safety Valves Adjusted to *good*

Boiler Securing Arrangements *good*

Main Economisers *good*

Steam Heated Steam Generators *good*

Were Oil Burning System & Remote Controls examined working in accordance with Rules? *yes*

Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules? *yes*

EXAMINATION & TESTING OF STEAM PIPES (State material)

Main *Good. Tested 450 lb/sq steel* Auxiliary (over 3 in. bore) *good Tested 450 lb/sq steel*

Were Copper Pipes annealed? *yes*

PARTICULARS OF DEFECTS & REPAIRS, ETC. (Damage repairs should be detailed separate from wear and tear repairs; state what action has been taken regarding items which are subjects of class)

**NOW DONE FOR TSCL(N) & REPAIRS**

New screwshaft (certificate N° 42401 Lerauth) satisfactorily fitted to new four bladed propeller (certificate N° D30881 Lerauth) without and with key. The Owners have arranged to carry the ex. working screwshaft on board as emergency spare as the limit on this shaft does not expire until December 1954. Under the circumstances the shaft was examined and found satisfactory as far as could be seen and the coupling has been stamped FOR EMERGENCY USE ONLY.

NWC 14005 1.10.54 N.S.

Lower half of stem bush renewed.

It is recommended that the old re screwshaft be now deleted from S.R.L.

Main condenser forward water box door renewed (cast iron). Auxiliary condenser water boxes and doors renewed.

Main condenser retubed and auxiliary

Survey fees *+LMC £32*

*BS £10*

*TSCL £3*

OF CONVERSION *£25*

REPAIRS *£5*

LATE ATTEND. *£4*

SUNDAY ATTEND. *£5*

CAR EXPENSES *£2-13-4*

ELECTRICAL *£6-0-0*

Date when A/c rendered *3 NOV 1954*

**BALTYK** (Continued) FOLLOWER N°1

condenser retubed with shortened tubes from main condenser + main circulating pump impeller casing (cast iron) wasted in way of gland stuffing boxes. False stuffing boxes satisfactorily fitted as temporary repair.

It is recommended that the main circulating pump impeller casing be re-examined before the end of September 1955. In the meantime considered efficient **BOILER REPAIRS.**

All combustion chambers of both boilers renewed at this time together with the stays and plain and stay tubes. The original combustion chamber gaskets were used. The eight fabricated combustion chambers which were made of material tested by the Society's Surveyors were not constructed under Survey due to a misunderstanding of the order. Under the circumstances the combustion chambers were specially examined and as far as could be seen were sound and free from defect. The stays were electric welded as per attached sketch and the side stays were screwed through the boiler shell.

Starboard boiler auxiliary steam stop valve renewed (certificate N° C46262 Lerauth).

On completion the boilers were examined under hydraulic pressure of 380 lb/sq and found tight.

Boiler tube certificates N°s C 45284 and C 45285 and Invoice N° J 6761 for boiler stay bars Lerauth.

It is recommended that the note re "boiler back tube plate seems" be deleted from S.R.L.

The 12 K.W. steam dynamo (starboard outboard) has been replaced by a single cylinder ATLAS steam engine N° 990 drawing a 14 K.W. compound wound dynamo N° 1119293. The machine was examined under full load conditions and checked for governing and compounding. The temperature rises of the dynamo were found satisfactory.

**OIL FUEL CONVERSION**

The vessel has now been fitted for oil fuel as per attached approved drawing.

N°s 1, 2, 3, and 5 double bottom tanks have been adapted for the carriage of oil fuel or water ballast. Todd's oil burning installation comprising two pumps, two oil fuel heaters and suction and delivery filters has now been fitted (certificate N° D 36414 Lerauth).

A Vici's fuel oil transfer pump has been installed (certificate N° C 9331 Lerauth).

All requirements of the Rules have been carried out.



BALTYK

(Continued) FOLLOWER N° 2

including the fitting of a starting up oil fuel unit, an observation tank for oil fuel heating coils exhaust drains, extended spindles from oil fuel and master steam valves, water test cocks (self closing) on port and starboard settling tanks, gutterways fitted around settling tanks and deep tanks.

All air pipes have been fitted with flame arrestor gauge covers

It was ascertained that no funnel damper was fitted. Portable screen bulkheads have been fitted around the oil fuel installation.

A complete steam smothering installation controlled from the deck has been fitted.

The requirements of the Rules for Fire Extinguishing Arrangements have been complied with.

The oil fuel discharge pipes between the pumps and the furnaces were tested to 400 lb/sq. in. and the oil fuel filling lines tested to 75 lb/sq. in.

The steam heating coils were tested to 450 lb/sq. in.

An emergency fire pump has been fitted on the starboard side aft. Russel Hamburg Engine N° 20 B 853 driving a Hanworth centrifugal pump N° 108642

On completion of repairs and oil fuel conversion the main and auxiliary machinery including the oil fuel installation was examined and tested during sea trials and left in good order

W. Stephenson

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