

SS "BALTYK."

Owners advised of this when new shaft made and latter 4 not considered necessary in this instance.

35.

Port and Starboard main boilers examined in their entirety together with the safety valves and mountings and the safety valves afterwards adjusted under steam to the pressure stated above.

Repairs:- All furnaces, four in each boiler distorted, cracked at bottom of goose neck and badly pitted. - all furnaces now renewed. (Advice Notes Nos. 11331 and 11298 attached). All CC tube plates below bottom row of tubes cracked at rivet holes and pitted, - all CC tube plates cropped below bottom row of tubes and new pieces of plate fashioned and electrically ^{welded} and rivetted in place. A number of back, wing, and partition stays, (corroded) - renewed.

A number of bottom row plain tubes (sagged) - renewed. Starboard boiler auxiliary stop valve chest (CI) cracked in way of cover flange and body, - stop valve renewed, - stamped:- LLOYDS TEST. 500 LBS. 18-11-52. W.R.

A number of minor repairs effected.

On completion of repairs the Port and Starboard boilers hydraulically tested with satisfactory results and subsequently examined under steam and found tight.

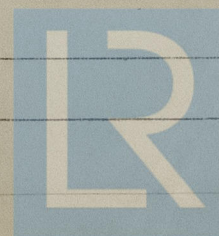
Machinery Repairs:-

At the Owners Representative's request the Main condenser water box renewed due to wastage of the division plate.

The M.P. piston repaired by 'Metalock' system in way of small crack on piston ring landing.

NOTE:- It is recommended that the M.P. piston be specially examined in way of 'Metalock' repair before the end of December 1953, in the meantime considered efficient. (Owners advised).

22/12/52
SURVEYOR TO LLOYD'S REGISTER.
NEWCASTLE-ON-TYNE.



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