

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 13/10 19 28 When handed in at Local Office 13/10 19 28 Port of Oslo
No. in Survey held at Tønsberg Date, First Survey 7/7 Last Survey 9/10 19 28
Reg. Book. 82626 on the ~~Wood~~ Steel S/S "RONALD" (No. of Visits 13)

TONNAGE: Built at Port Glasgow By whom R. Duncan & Co. Ltd. When 1920 7
GROSS 6249 Owners A/S "HEKTOR" Owners' Address Tønsberg
UNDER DK. 5580 Managers N. Bugge Port belonging to Tønsberg
NET 3619
Surveyed ~~at~~ in Dry Dock? Yes. Name of Dock Kaldnes mek. Verk. Destined Voyage Whaling Grounds

WB=Cell DBor DBa feet; uE&B feet; f feet Particulars of Classification (which must be inserted precisely as in Register Book & supplements).
total capacity tons. FPT tons; APT tons; MT feet tons.

N.B.—All alterations in the existing records should be underlined.
If the Vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides of the tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, girders, and of the inner bottom plating, especially in the boiler space.
Last Report, No. 1948 Port Oslo Bgn

(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 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. M 25/2, E 24/3

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
Society's Freeboard (if assigned) as painted on Ship and now verified

Was a damage report made by anyone else? If so, by whom? Per Bjørn-Røli

REPAIRS, OR EXAMINATION AS PER RULE, FOR Special Survey no. 2 and damage,
This vessel placed in drydock, bottom cleaned and examined together with stem, stem frame, rudder and fastenings.
The holds, tween deck, peaks and machinery space cleaned, cleared and examined.
Shell plates examined in way of sidelights.
The double bottom tanks, peaktanks and all deeptanks opened, cleaned and examined internally and tested as per Rules and found tight.
The coal bunkers cleaned and examined, ceiling removed.
All decks examined.
The masts and rigging examined.
The windlass, air and sounding pipes, pumps, watertight doors etc, and general equipment examined.

SUMMARY OF DAMAGE REPAIRS:—

	Shell Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Renewed	✓	✓	✓	✓	✓	✓	✓	see report.
Removed and Faired or Repaired	✓	✓	✓	✓	✓	✓	✓	
Faired or Repaired in place	✓	✓	✓	✓	✓	✓	✓	

PRESENT CONDITION OF THE

Decks	good	State if Tanks have been examined inside	yes	Dblng. Plates under Sounding Pipes	good	Copper, or Y.M. of Wood Vessels	(State if on Feet)
Caulking of Decks	good	State if Tanks now tested	yes	Engine Room Skylights	good	When put on, Month	Year
Coamings	good	Bulkheads	good	Coal Bunkers, Open'gs, Lids, &c.	good	Boats	good
Beams & Fastenings	good	Ceiling	good	Scuppers	good	Masts, Yards, &c.	
Outside Plating	good	Cement or Asphalt (State which.)	good	Cargo Hatchways	good	Condition, how ascertained	good
Breasthooks	good	Rudder	good	Hatches	good	(State if wedges removed)	wedges
Transoms	good	Steering gear and its connections	good	Planking of Wood Vessels		Sails	
Frames	good	Windlass	good	Caulking ditto		Equipment letter	AT
Reverse Frames	good	Have Pumps now been examined and found efficient?	yes	Treenails ditto		Anchors, No. of	3 B. 1 S. 1 K
Longitudinals	good	Have Sluice Valves now been examined and found efficient?	yes	Breasthooks & Stems ditto		Cables (State if now ranged)	yes
Transverses	good	Have Watertight Doors now been examined and found efficient?	yes	Timbers of Frame at openings ditto		length	270 f size 2 7/16
Floors	good	Have Ventilators and their Coamings been examined and found efficient?	yes	Ditto ditto at other places ditto		on board	270 f size 2 7/16
Keelsons	good	Have Ventilators and their Coamings been examined and found efficient?	yes	Stringers, Clamps & Shelves ditto		Rule length	270 f size 2 7/16
Stringers	good	Have Ventilators and their Coamings been examined and found efficient?	yes	Salting (State if examined.) ditto		Hawser & Warps	good
Inner Bottom Plating	good					Standing and Running Rigging	good

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 now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey 1,24," or "to remain as classed and to have record of survey, 1,24, and the notations of ss No. 1-24 and ptn21, &c."

This vessel is in good condition eligible in our opinion to remain as now classed in the Register Book with fresh record of survey 10,28 and notation of ss0sl.2;28,

Survey Fee (per Section 29) Kr. 491.-
New tanks etc. 182.-
Special Damage or Repair Fee (if any) (per Sec. 29) 250.-
Travelling Expenses (if chargeable) 330.-
Second Surveyor's Fee (if any) damage 200.-
Fees applied for, 12/10 28
Received by me, 19

Per Bjørn Røli
Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI. 2 NOV 1928
Character Assigned 100% without spl condition
Fitted for carrying whale oil or other oils in bulk to home 8.28
S.S. No 2-28 2 NOV 91 refilled 28
Lloyd's Register Foundation
002071-002078-0110/2

If so, is the Report sent now, or when will it be sent?

10m 99g—Transfer Ink. (The Surveyors are requested not to write on or below the space for Committee's Minute.)

Is Certificate required? If so, to be sent to this office

The chain cable ranged and chain cable and locker examined, The steering gear and its connections examined.

The hatchways and hatches with tarpaulins etc, examined,

The rudder lifted and steel disc, fitted in keel gudgeon.

New tanks have been built in forward and aft for carrying whale oil or other oils in bulk having a flash point above 150°F. as per plans approved 23/2/28 and Secretary's letter M 23/2/28. The deck plates between hatches in way of these tanks renewed .40". All single riveted seams in peak bulkheads have been re-inforced by electric welding,

The tanks have been tested as per Rules and found tight.

The pumping arrangement fitted as per plans approved 24/2/28 and Secretary's letter E 24/2/28.

Flensing plan has been fitted by lifting the bridge deck as per plan approved 13/3/28 and Secretary's letter M 13/3/28. This flensing plan has been lengthened to poop bulkhead as per enclosed plan dated 6/3/1928.

2 donkey boilers have been fitted as per plan approved 4/6/28, see Secretary letter M 4/6/1928.

The work of the new tanks, donkey boiler recess, flensing plan, ship's sides in way of same etc, has been carried out to our satisfaction and the workmanship is very good.

30 press boilers have been placed under the new flensing plan, The boilers have been constructed under our inspection (See our report dated 25/8/28, copy of which is attached herewith).

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

ANCHORS.

Table with columns: Number of Certificate, Anchors, WEIGHT EX STOCK, WEIGHT OF STOCK, TEST PER CERTIFICATE, WEIGHT REQUIRED BY RULE, Description of Anchor, Makers, Where and when tested and Superintendent.

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

CHAIN CABLES.

Table with columns: Number of Certificate, Length and size supplied, Test per Certificate, WEIGHT OF CHAIN CABLE, Length and size per Rule, Description, Makers of Cables, When and where tested and Superintendent.

Both masts on foredeck renewed with rigging, mountings and derricks for lifting 50 tons.

G strake no.1 on the p.s. (see list of vessels) has been faired.

It is stated that the vessel had sustained damage by:-

- 2. lifting of stb, lifeboat on the 1st September 1927.
3. lifting of the motorlaunch on the 15th September 1927.
4. heavy weather on the 27th-30th October 1927 on a voyage from Port Stanley to Deception.

S/S " RONALD "

- 5. propeller touched the ground on the 2nd November 1927,
6. fire in the cross bunker on the 9th November 1927.
7. manoeuvring one whale on the 16th November 1927.
8. collision with s/s " PORT STANLEY " on the 18th April 1928

9. heavy weather on the 29th April 1928.

10. heavy weather on the 15th June 1928.

11. touching the quay at Fredriksstad on the 25th June 1928.

Damage as per attached copy of damage report.

Repairs now done due to damage:-

2. The stb. after lifeboat davit removed, faired and replaced and mountings for same overhauled.

3. The mast removed, the brackets etc, on top for the derricks removed for access and the two uppermost plates renewed. The brackets etc, replaced and the mast refitted.

4. A number of shell rivets in way of no.3 deeptank and 5 bottom tank renewed.

A few rivets in stringer angles in way of no.3 deeptank renewed.

The no.3 deeptank partly cleaned for access and tested.

One bottom plate in no.5 bottom tank removed for removing whale oil in this tank and the plate refitted,

No.5 bottom tank cleaned and the manhole repacked and the tank tested.

No.2 bottom tank opened and cleaned, one/plate each side removed for removing the whale oil in this tank and the plate refitted and the started rivets renewed and the tank tested.

No.3 tank top cleaned for access, the leaky rivets renewed and the tank tested.

No.4 deeptank both sides cleaned for access, the started rivets renewed and no.4 tank both sides tested,

3 rivets in forepeak bulkhead renewed and the forepeak tank tested.

5. The vessel placed in drydock, bottom cleaned and painted and bottom and rudder examined.

6. The cross bunker cleaned, all ceiling lifted, the tanktop and bilges cleaned and tanktop tarred and cementdusted,

The ceiling partly renewed,

The crossbunker painted.

7. One bollard on the port side amidships renewed.

8. One shell plate in way of the after devit stb, side faired in place.

9. The lifebelt chest renewed.

the telegraph on poop renewed.

One compass renewed.

10. The stern moulding partly renewed, Stores etc, in stern partly removed for access and replaced.

11. The bilge keel stb. side faired in place.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

M.B.—If this Report is copied by Copying Press, special care must be taken that the copying paper is not so much dumped as to spread the ink, or to cause it to show through to the other side.