

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 13/10 28 When handed in at Local Office 13/10 28 Port of Oslo
 No. in Survey held at Tønsberg Date, First Survey 7/7 Last Survey 9/10 19 28
 Reg. Book. (No. of Visits) 13

82626 on the ~~Wood~~ Steel S/S "RONALD"

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. 5581 Managers N. Bugge Port belonging to Tønsberg
 NET 3619

Surveyed 13/10 28 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 serially 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 23/2, E 24/2

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

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 ptnd 21, &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 ssosl.2;28,

Survey Fee (per Section 20)	Kr. 491.-	Fees applied for, <u>12/10 28</u>
New tanks etc.	182.-	Received by me, <u>19</u>
Special Damage or Repair Fee (if any) (per Sec. 20)	250.-	
Travelling Expenses (if chargeable)	330.-	
Second Surveyor's Fee (if any) damage	200.-	

Committee's Minute FRI. 2 NOV 1928

Character Assigned 100 ft without spl

Fitted for carrying whale oil or other oils in bulk to

condition
thru 8.28
2 NOV 91 refilled 28

Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

002071-002078-0110/2

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

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

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

Flensing plan has been fitted by lifting the bridge deck as per plan approved

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

The work of the new tanks, donkey boiler recess, flensing plan, ship's sides

30 press boilers have been placed under the new flensing plan. The boilers

On Anchors or Cables are supplied, the particulars are to be reported in the following form:—

ANCHORS.

[illegible]

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

CHAIN CABLES.

[illegible]

Both masts on foredeck renewed with rigging mountings and derricks for lifting

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

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

- fting of stb,lifeboat on the 1st September 1927.
fting of the motorlaunch on the 15th September 1927.
avy weather on the 27th-30th October 1927 on a voyage from Port Stanley to
ception.

'ort of

Continuation of Report No. 3240 dated 13/10/28

on the

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.

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.

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.
bottom

No.2 bottom tank opened and cleaned, one ^{bottom} 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.4 deeptank both sides cleaned for access, the started rivets renewed and no.4

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

- 5 rivets in forepeak bulkhead renewed and the forepeak tank tested.
6. 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.