

Report of Survey for Repairs, &c., of Engines and Boilers.

(Received at London Office 16 OCT 1928)

Date of writing Report 13/10 19 28 When handed in at Local Office 13/10 19 28 Port of Oslo

No. in Reg. Book 82626 Survey held at Tønsberg Date, First Survey 9/7 Last Survey 1/8 19 28
 (No. of Visits 4)

on the Machinery of the Wood, Iron or Steel S/S "RONALD"

Tonnage { Gross 6249 Vessel built at Port Glasgow By whom R Duncan & Co. Ltd. When 1920 7
 Net 3619 Engines made at Glasgow By whom D Rowan & Co. Ltd. When 1920
 Nominal Horse Power 573 Boilers, when made (Main) 1920 (Donkey)
 No. of Main Boilers 3 Owners A/S "HEKTOR" Owners' Address Tønsberg
 No. of Donkey Boilers 3 Managers N. Bugge (if not already recorded in Appendix to Register Book)
 Steam Pressure in Main Boilers 180 Port Tønsberg Voyage Whaling Grounds
 in Donkey Boilers ✓ If Surveyed ✓ in Dry Dock Yes. (State name of Dock.) Kaldnes mek. Verksted

Last Report No. 3095 Port Oslo
 Particulars of Examination and Repairs (if any)

(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 dates and initials of any letters respecting this case. M 8/6 & M 16/7/1928

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 why they were declined? ✓

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

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? yes

Do. " Donkey " " " yes

If this was not done, state for what reasons? ✓

And what parts of the Boilers could not be thus thoroughly examined? ✓

Also what special means, in the absence of internal examination, were adopted by the Surveyor to assure himself of the thorough efficiency of these parts of each Boiler? ✓

Did the Surveyor examine the Safety Valves of the Main Boiler? yes To what pressure were they afterwards adjusted under steam? 180 lbs.

Did the Surveyor examine the Safety Valves of Donkey Boiler? yes To what pressure were they afterwards adjusted under steam? 160

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? yes, and of the Donkey Boiler? yes

Did the Surveyor examine the drain plugs of the Main Boilers? none, and of the Donkey Boiler? none

Did the Surveyor examine all the mountings of the Main Boilers? yes, and of the Donkey Boiler? yes

Has screw shaft now been drawn and examined? yes Is it fitted with continuous liner? yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ✓

Has shaft now been changed? ✓ If so, state reasons ✓

Has the shaft now fitted been previously used? ✓ Has it a continuous liner? ✓ Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ✓

State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft? 1/16"

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done? complete

This vessel placed in drydock, screw shaft drawn, sea cocks opened and the screw shaft, stern tube, propeller and sea cocks examined.

The whole of the main and auxiliary machinery opened up, examined all cylinders, pistons, slide valves, piston and valve rods, crosshead top and bottom end brasses, main bearings, crank pin and journals, thrust and tunnel shafting with bearings, Condenser with all main and auxiliary pumps, piping and strum boxes examined.

Boilers opened, cleaned and carefully examined internally and externally. Manholes, doors, safety valves and fastenings and all other mountings examined.

Boilers examined under steam pressure and the safety valves set to 180 lbs. or. sq. inch.

Two boilers taken from the s/s "IBERIA" (See Secretary's letter D 8/6/28) now broken up at Stavanger have been placed on board as donkey boilers, see plan of donkey boiler recess approved, 4/6/28.

General Observations, Opinion, and Recommendation:—
 (State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.: thus, for example, E.S. 9,11, B.&H.S. 9,11, or L.H.C. 9,11, 149 lb., F.D., &c.)

It is recommended that this vessel's machinery remain as now classed in the Register Book with fresh record of +LMC 10.28, screw shaft seen 10,28 and ⁹¹ 2 NDB/refitted 10.28

Survey Fee (per Section 29) Kr. 364.- Fees applied for 12/10 19 28
 Special Damage or Repair Fee (if any) 25.- Received by me, Per Bjørn-Røli
 Travelling Expenses (if chargeable) ✓ 19 20
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI. 2 NOV 1928
 Assigned Thune 8.28
 2 NDB 91 refitted 28
 CERTIFICATE WRITTEN

CHARACTER. for Special Survey, Date of last Survey and of Periodical Surveys.	Years Assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
+100 A1		BS9, 27
9, 27		+LMC9, 24
ss0sl. No. 1-24		u 9.27
Fitted for carrying whale oil or other oils in bulk having a F.P. above 150°F.		

Insert Character of Ship and Machinery precisely as in the Register Book.



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