

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 14.6.50 When handed in at Local Office 19.5.50 Port of Hamburg
 No. in Survey held at Hamburg Date, First Survey 14.4.50 Last Survey 12.5.1950
 Reg. Book 02186 on the ~~Wood-Case~~ Steel S.S. "BALI" (No. of Visits 14)

26 JUN 1950

TONNAGE: Built at Newcastle By whom Swan, Hunter & Wigham Richardson When 1928
 GROSS 1409 Owners A/S Ganger Rolf Owners' Address
 UNDER DK 919 Managers Fred Olson & Co. Port belonging to Oslo
 NET 560

Surveyed Afloat or in Dry Dock? Both Name of Dock H.C. Stuplcken Sohn Destined Voyage

Cell/Dor/Ba feet; U&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.

Only alterations in the existing records of tanks should be inserted.
 N.B.—All alterations in the existing records should be underlined.
 Last Report, No. 107129 Port MWC

Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules and items remaining to complete the Surveys should be summarised. 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. 27.4.50. "H", 11.4.50. "H".

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 **yes, not required** Society's Freeboard (if assigned) as painted on Ship and now verified ft. 7 ins
 Was a damage report made by anyone else? If so, by whom? Underwriters' Surveyor.

REPAIRS, OR EXAMINATION AS PER RULE, FOR Completion of Special Survey, Damage Repairs and Alterations.
 The vessel placed in dry-dock, the bottom cleaned and partly scaled, examined keel, stem stern post and outside plating, found all now repaired where necessary and the shell now recoated throughout in good condition.
 The rudder lifted, examined, all pintles dressed up and all gudgeons rebushed, found now in good working order.
 The holds throughout and peak spaces cleared, the permanent sand ballast in way of Nos. 2 & 3 holds entirely removed ashore, all ceiling lifted from tank top and bilges, examined framing and plating, stringers, bulkheads, beams and their connections, found all iron work in here freed from rust and recoated throughout in good condition. Cross bunker and tween deck-bunkers examined, found all iron work in here in good order (see also alterations). It was in our opinion not necessary to drill the plating.
 The double bottom tanks throughout except No. 3 tank in way of engine room and fore peak tank (on account of repairs) opened out and cleaned, examined inside floors, framing and plating and cement where fitted, found all iron work in good order.

SUMMARY OF DAMAGE REPAIRS :-	Shell Plates.	Frames.	B Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items :-
Renewed	2 partly	4 partly	-	2	-	-	-	About 1800 rivets,
Removed and Fair'd or Repaired	13	-	-	-	-	-	-	See Rpt.
Fair'd or Repaired in place ...	40	59	24	-	-	-	-	

PRESENT CONDITION OF THE		Bulkheads		Engine Room Skylights		Copper, or Y.M.	
Decks	good		good		good		(State if on Felt.)
Caulking of Decks	"	Ceiling	"	Coal Bunkers, Openings, Covers, &c.	"	When fitted, Month	Year
Coamings	"	Cement or Asphalt	"	Oil Bunkers	"		
Beams & Fastenings	"	Rudder	"	Scuppers	"	Boats	good
Outside Plating	"	Steering gear and its connections	"	Cargo Hatchways	"	Masts, Yards, &c.	"
" " In way of sidelights	-	Windlass	"	Hatches	"	Condition, how ascertained	examined
Frames	good	Have pumps been examined and found efficient?	yes	Planking	-	(State if wedges removed.)	
Reverse Frames	"	Have Sluice Valves been examined and found efficient?	-	Caulking	-	Equipment letter	Q
Longitudinals	-	Have Watertight Doors been examined and found efficient?	yes	Treenails	-	Anchors. No. of	3 B, 1 S.
Transverses	-	Have Ventilators and their Coamings been examined and found efficient?	yes	Breasthooks & Stimson	-	Cables (State if now ranged)	yes
Floors	good	Air and Sounding Pipes	good	Transoms, Pointers & Crutches	-	" length	240 fms mean diamr. 1 10/16"
Keelsons	"	Doubling Plates under Sounding Pipes	good	Timbers of Frame at openings	-	" Rule length	240 fms size 1 11/16"
Stringers	"			" " at other places	-	Chain Locker	good
Inner Bottom Plating	"			Stringers, Clamps & Shelves	-	Hawsers & Warps	complete good
Have the Tanks been examined Internally?	yes			Salting	-	Standing and Running Rigging	good
Have the Tanks been tested?	yes					Sails	-

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 classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,38," or "to remain as classed and to have record of survey, 1,38, and the notations of ss No. 1-38."
 This vessel is in a good and sound condition and is eligible in my opinion to remain as classed in the Register Book with fresh record of dry-docking Hamburg 5,50 and to have the notation of S.S. Hamburg 5,50.
 S.R.L. The item "repairs to indented bottom and side shell plating &c. (p. & s.) by next S.S." may now be deleted.

Survey Fee (per Section 29), S.S.	£ 72 : 0 : 0	Fees applied for,
Renewal Freeboard	5 0 0	
Special Damage Repair Fee (if any) (per Sec. 29)	35 0 0	
Alterations	25 0 0	
Travelling Expenses (if chargeable)	3 0 0	
Sunday fee	8 8 0	
Second Surveyor's Fee (if any)		

Committee's Minute
 Character Assigned 5,50 Ham., without spl cond
 1.4.50 fitted for Oil fuel 5,50 F.P. above 150°F.
 Received by me Friedrich Pöhlgen
 Surveyor to Lloyd's Register of Shipping.
 TUES. 11 JUL 1950
 Lloyd's Register Foundation
 CERTIFICATE WRITTEN.

20m3.48—Transfer Ink. (MAD) The Surveyors are requested not to write on or below the space for Committee's Minutes.

Mr. Owners' OAL

8/971

S.S. "BALI"

HERE IN GOOD CONDITION AND THE FRESH WATER AND BALLAST TANKS here in good condition and the fresh water and ballast tanks now cement washed. The double bottom tanks throughout also fore and after peak tanks filled, tested as required by the Rules and found same now tight in good order. Decks examined, found in good condition. Hatchways, hatches in position, webs, tarpaulins, cleats and battens, watertight doors, pumps, air and sounding pipes with doubling plates examined and found all these parts now generally overhauled in good order.

Steering gear and connections, handgear and windlass examined and tried under working conditions, found same in good working order.

Anchors examined, chain cables ranged, found three bower and one stream anchor and 240 fms. of 1 1/4" diam. of chain cable in good order. The chain locker examined, found now scaled and recoated in good condition.

General equipment examined, found complete good.

Masts and rigging examined, shrouds and stays stripped bare at mips and preserved, now in good order.

Damage Repairs now done: - Damage stated to have been sustained

- 1) through heavy weather on the 5th - 7th April, 1947 whilst on a voyage from Oslo to the Tyna.
2) through manoeuvring in ice on the 15.3. - 17.3.50. and on the 14.4.50. - 14.5.50. voyages Tyna/Oslo via Christiansand.
3) War damages, cause and time could not be stated.
4) Collision damages with quay wall etc. at several ports, time of damage could not be stated.

To 1) Damage to bottom plating forward: -

Flat keel plate No.2 renewed.
Flat keel plate No.3 cropped and forward part of about 12' length renewed, butt E.W.

On port side: -

A strake No.4 renewed.
A strake No. 5 faired in place.
B strake Nos. 1 & 2 released for access of work and riveted.

On starbd. side: -

A strake No.4 renewed.
A strake No.5 cropped and forward part of about 14' length renewed, butt E.W.
B strake Nos. 1 & 2 released for access of work and riveted.

On port side 11 and on starbd. side 13 bottom frames faired in place.
Bottom angles of centre girder and margin connecting angle faired in place at several places.

Inside tank No.1 about 1800 started rivets through floors and margin connecting angles, bottom frames etc. renewed.

broken cement in way of repairs renewed and tank No.1 cement washed.

To 2) Damage to shell plating port and starbd. side, plates numbered from forward.

On port side.

D strake No.1 renewed.
D strake No.2 removed, faired and replaced.
D strake Nos. 3, 4, 5 & 6 faired in place.

E strake Nos. 5, 6, 7, 8 & 9 removed, faired and replaced.

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

ANCHORS.

Table with columns: Number of Certificate, Anchor, Weight of Stock, Test per Certificate, Weight Required by Rules, 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, Where and when tested and Superintendent.

F strake Nos. 5 & 9 removed, faired and replaced.

F strake No.8 faired in place.

In way of these plates inside fore peak 2 frames cropped and partly renewed and in way of holds 38 frames faired in place.

On starbd. side.

D strake No.1 renewed.
D strake No.4 faired in place.
E strake No.6 renewed.
E strake Nos. 5 & 7 removed, faired and replaced.
E strake Nos. 2, 4 & 9 faired in place.

In way of these plates inside fore peak 2 frames cropped and partly renewed, 2 floors renewed and in way of holds 20 frames faired in place.

F. Chlgen.

Rpt. No. 8a

Port of Hamburg

Continuation of Report No. 971

dated 14.6.50.

on the

S.S. "BALI"

To 3) Damage to shell plating port and starbd. side, plates numbered from forward.

On port side.

E strake No.10 and F strake No.10 removed, faired and replaced.

D strake No.2, E strake No. and F strake Nos. 6 & 11 faired in place.

One frame faired in place.

On starbd. side.

D strake No.2 removed, faired and replaced.

D strake No.3 faired in place.

E strake No.3 faired in place.

F strake Nos. 1 & 2 faired in place.

To 4) Damage to shell plating port and starbd. side, plates numbered from forward.

On port side.

F strake Nos. 4 & 7 faired in place.

G strake Nos. 2, 3, 4, 5, 11 & 13 faired in place.

H strake Nos. 1, 2, & 3 faired in place.

Forecastle sheer strake plates Nos. 2 & 3 faired in place.

On starbd. side.

F strake Nos. 3, 4 & 7 faired in place.

G strake Nos. 2 & 5 faired in place.

For access of work the wooden sheathing and furnitures in way of crews accommodation removed and replaced with necessary renewals.

Minor repairs due to the above damage repairs carried out satisfactory and all repaired parts tested and

recoated now in good order.

Alterations now carried out.

The vessel has now been converted for burning oil fuel.

The bulkheads on frame 59 and 65 have been removed. The tank top plating from frame 59 to 65 entirely

renewed, except the centre strake, butts and seams E.W., also welded on to the floors which have been

increased in height by fitting riveted flat iron 3/4" x .40. Two separate deep tanks are now fitted from

frame 59 to 65 and on top of these deep tanks two settling tanks are fitted. A new watertight bulkhead

has now been built on frame 65 by closing the side and top parts below main deck and centre openings

of the new deep tanks by steel plates. The work has been carried out in accordance with the approved

and amended plan. All tanks have been fitted with air sounding and overflow pipes as required by the Rules.

Gutterways have been fitted forward and aft and the floor and bilge bracket on frame 58 have been made

oil tight by closing all holes with E.W. plates, and the hold bulkhead has been fitted with a solid

sheathing of 2" Pine.

On completion of alterations the double bottom tank in way of oil fuel bunker, the fuel oil bunker and

settling tanks tested as required by the Rules and found same tight and no signs of any deformations.

Alterations to Hatchways on upper deck.

All hatchway coamings on upper deck have now been increased in height to 800 mm. Stays and bulb angle

stiffeners have been fitted to the end coamings in accordance with the approved and amended plan

which is returned herewith.

The hatchway coamings hose tested on completion and found same tight and recoated in good order.

The renewal load line survey has now been held. Form C 11(d) and Report C 12(a) in duplicate attached.

The freeboard verified and found correctly marked and out in on vessel's sides.

The approved plans of hatchway coamings and oil fuel bunker are returned herewith.

