

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

(Received at London Office 27 APR 1936)

Date of writing Report 23/4 36 when handed in at Local Office 23/4 36 Port of Oslo

No. in Survey held at Oslo Date, First Survey 23/1 Last Survey 3/4 19 36 (No. of Visits 4)

37280 on the Machinery of the Wood, Iron or Steel screw steamer "BALI"

Gross 1428 Vessel built at Newcastle By whom Swan Hunter & Wigham Richardson When 1928 4  
Net 614 Engines made at Newcastle By whom Swan Hunter & Wigham Richardson When 1928  
Nominal Horse Power 392 Boilers, when made (Main) 1928 (Donkey)

of Main Boilers 2 Owners A/S Ganger Rolf Owners' Address Oslo  
of Donkey Boilers Managers Fred Olsen & Co. Port Oslo Voyage Rotterdam trade

Donkey Boilers 215 If Surveyed Afloat or in Dry-Dock in floating dock. Akers mek. Verksted  
(State name of Dock.)

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Previous Report No. Port

Particulars of Examination and Repairs (if any) 128.

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 briefly summarized at the end of the report. State also the date and initials of any letters respecting this case.

On 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?

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

Donkey " " " " " " " " " " " "

When 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 those parts of each Boiler?

State latest date of internal examination of each boiler 28. 12/3, Ant 28/3/36 Present condition of funnel head

Did the Surveyor examine the Safety Valves of the Main Boiler? To what pressure were they afterwards adjusted under steam? 215 lbs. per sq. inch

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

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

Did the Surveyor examine the drain plugs of the Main Boilers? Yes, and of the Donkey Boiler?

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

Has screw shaft now been drawn and examined? Is it fitted with continuous liner? 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 date of examination of Screw Shaft. State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft.

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted?

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

The owners desired to have the date of the boiler survey extended while the vessel was laid up, undergoing repairs. The boilers were cleaned and examined internally and externally and found in good condition. The mountings were examined without being opened up. The boilers were subsequently examined under steam and the safety valves adjusted to 215 lbs. per sq. inch. The electric light installation was examined. Examined dynamo with switchboard and fittings, cables and fittings throughout, the plant was tested and found in good condition. Main steam pipes tested by hydraulic pressure to 215/230 lbs. per sq. inch.

## 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, B.S. 9, II, B.E.S. 9, II, L.M.C. 9, II, or CS 3, 34, 140 lb., F.D., &c.)

It is recommended that this vessel's machinery remain as now classed in the Society's Register Book with record of BS 4,36 and +LMC 12.35.

Survey Fee (per Section 20) Kr. 60.- Fees applied for 23/4 19 36  
Special Damage or Repair Fee (if any) £ : Received by me, 19  
Travelling expenses (if chargeable) £ :  
Committee's Minute TUE. 12 MAY 1936 TUE 16 MAR 1937  
Assigned + dnub 4-26 FRI 23 APR 1937  
NORWEGIAN VESSEL M.S. 12.35 TUE. 6 JUL 1937  
B.S. 4.36

Ride Perjon Røis  
Engineer Surveyor to Lloyd's Register of Shipping.



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

Is a Certificate required? If so, to be sent to

*No 2 Completed*

It is submitted that *MS. 12.35*  
this vessel is eligible for *135*  
THE RECORD. *4/4/36*

*GA*  
*8/5/36*



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