

COPY.

# Lloyd's Register of Shipping.

Port Oslo

12th October 1928,

This is to Certify that

Per Bjørn-Røli

the undersigned Surveyor to this Society did at the request of Tønsberg Sjøforsikringssekselskap examine the steamer "RONALD" 6249 tons gross of Tønsberg while lying afloat and in Kaldnes drydock at Tønsberg on the 20th July 1928 and subsequently to ascertain and estimate damage stated to have been sustained by

1. manoeuvring at Montevideo, 5th November 1926.
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.
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.

For further particulars see log book.

This Certificate is issued upon the terms of the Rules and Regulations of the Society, which provide that:—

"While the Committee use their best endeavours to ensure that the functions of the Society are properly executed, it is to be understood that neither the Committee nor the Society are under any circumstances whatever to be held responsible for any inaccuracy in any report or certificate issued by the Society or its Surveyors, or in any entry in the Register Book or other publication of the Society, or for any error of judgment, default, or negligence of the Surveyors, or other Officers or Agents of the Society."



On examination found:-

Recommend:-

1. The circulating pump shaft worn.

The circulating pump to be overhauled, the shaft to be renewed.

Kr. 400.-

2. The stb. after lifeboat davit bent.

To be removed, faired and replaced and mountings for same to be overhauled.

Kr. 200.-

3. Two plates in foremast cracked. The mast to be removed, the brackets etc. on top for the derricks to be removed for access and the two uppermost plates to be renewed. The brackets etc. to be replaced and the mast to be refitted.

Kr. 3 500.-

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

To be renewed.

A few rivets in stringer angle in way of no.5 deeptank started.

To be renewed.

One manhole cover in no.5 bottom tanktop leaky and whale oil run into no.5 bottom tank.

No.3 deeptank to be partly cleaned for access and to be tested.

One bottom plate in no.5 bottom tank to be removed for removing the whale oil in this tank, and the plate to be refitted. No.5 bottom tank to be cleaned and the manhole to be repacked and the tank to be tested.

A number of rivets in way of no.2 bottom tank in angles connecting webframes to tanktop and horizontal angles connecting margin plates to tanktop leaky.

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



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On examination found:-

4. A number of rivets in way of no.3 bottom tank in horizontal angles connecting margin plate to tanktop leaky.

A few rivets in way of engine bulkhead in bracket plate both sides leaky.

3 rivets in forepeak bulkhead leaky.

5. The propellerblade tips broken.

The ceiling in way of cross bunker partly damaged by fire.

Recommend:-

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

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

To be renewed and the forepeak tank to be tested.

Kr. 11 200.-

6 dock days

" 8 220.-

Kr. 19 420.-

Propeller to be renewed, The vessel to be placed in drydock, bottom to be cleaned and painted and bottom and rudder to be examined.

The screw shaft to be drawn and screw shaft and propeller to be examined.

Sea cocks to be opened and examined

Kr. 9 580.-

3 dock days,

" 4 325.-

Kr. 13 905.-

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

The ceiling to be partly renewed.

The cross bunker to be painted,

Kr. 2 800.-



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On examination found:-

Recommend:-

- |   |  |                  |
|---|--|------------------|
| 7. One bollard on the port side<br>amidships broken.                | To be renewed.   | <u>Kr. 150.-</u> |
| 8. One shell plate in way of the<br>after davit stb. side indented. | To be faired in place.   | <u>Kr. 250.-</u> |
| 9. The lifebelt chest badly damaged                                 | To be renewed.   |                  |
| The telegraph on poop damaged.                                      | To be renewed.   |                  |
| One compass damaged.  | To be renewed.   | <u>Kr. 875.-</u> |
| 10. The stern moulding broken and<br>partly lost.                   | To be partly renewed. Stores etc.<br>in stern to be partly removed for<br>access and to be replaced. | <u>Kr. 250.-</u> |
| 11. The bilge keel stb. side<br>slightly bent.                      | To be faired in place.   | <u>Kr. 150.-</u> |

The damage has been repaired as recommended, except the  
foremast, which has been renewed, as the owner desired to fit a mast  
with derricks for lifting 50 tons.

Damage fee kr. 275.-

Travl.exp. " 200.-

*Perrin Coler*



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