

## REPORT of SURVEY for REPAIRS, &amp;c.

Date of writing Report 19 When handed in at Local Office 20 NOV 1930 Port of Sunderland

No. in Reg. Book Survey held at Sunderland Date, First Survey Nov 13 Last Survey Nov 17 1930

86452. on the Wood, Iron or Steel M. V. "THORSHAVN"

TONNAGE:-  
GROSS 6448.54  
UNDER DK. 6364.63  
NET 4044.9Built at Sunderland By whom Sir James Laing & Sons Ltd When 1930  
Owners Bryde & Dahl Tralfangerselskap A/S Owners' Address Sandefjord  
Managers A/S Thor Dahl Port belonging to Sandefjord

Surveyed Afloat or in Dry Dock? afloat Name of Dock Destined Voyage Norway

WB=CellDBorDBa feet; u&B feet; f feet  
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. Port

(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.

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 offered not regd

Society's Freeboard (if assigned) as painted on Ship and now verified

Was a damage report made by anyone else? If so, by whom? Messrs Wilson &amp; Blythe &amp; Messrs Wain Bros.

REPAIRS, OR EXAMINATION AS PER RULE, FOR damage stated to have been sustained through Collision with the S.S. "Dorothy Rose" of Liverpool, whilst lying at the fitting out berth in the River Wear on Nov 12<sup>th</sup> 1930.Now done:- On the starboard side in way of the No 1 main cargo oil tank (forward):-  
One shell plate in the 3<sup>rd</sup> strake below sheer removed faired replaced etc. One adjacent plate in strake below faired in place. One shell longitudinal removed faired replaced, & all reworked & recaulked. The riveting in the vicinity examined & made good as found necessary.

The No 1 main cargo oil tank &amp; the forward cofferdam tested under water pressure and found satisfactory.

SUMMARY OF DAMAGE REPAIRS:-	Shell Plates.	Frames	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:-
Renewed								
Removed and Faired or Repaired								
Faired or Repaired in place								

## PRESENT CONDITION OF THE

Decks	good	State if Tanks have been examined inside	No 1 cofferdam	Dblg. Plates under Sounding Pipes	good	Copper, or Y.M. of Wood Vessels	(State if on Felt).
Caulking of Decks	"	State if Tanks now tested	no	Engine Room Skylights	good	When put on, Month	Year
Coamings	"	Bulkheads	good	Coal Bunkers, Open'gs, Lids, &c.	"	Boats	good
Beams & Fastenings	"	Ceiling	"	Scuppers	"	Masts, Yards, &c.	"
Outside Plating	"	Cement or Asphalt	"	Cargo Hatchways	"	Condition, how ascertained	"
Breasthooks	"	Rudder	good	Hatches	"	(State if wedges removed)	"
Transoms	"	Steering gear and its connections	"	Planking of Wood Vessels	"	Sails	"
Frames	good	Windlass	"	Caulking	ditto	Equipment letter	5+
Reverse Frames	"	Have Pumps now been examined and found efficient?	"	Treenails	ditto	Anchors, No. of	38-15-1K
Longitudinals	good	Have Sluice Valves now been examined and found efficient?	"	Breasthooks & Stemson	ditto	Cables (State if now ranged)	no
Transverses	"	Have Watertight Doors now been examined and found efficient?	"	Transoms, Pointers, & Crutches ditto	"	" length	complete size 23 1/2
Floors	"	Have Ventilators and their Coamings been examined and found efficient?	"	Timbers of Frame at openings ditto	"	" Rule length	300 ft size 23 1/2
Keelsons	"			Ditto ditto at other places ditto	"	Hawser & Warps	good
Stringers	"			Stringers, Clamps & Shelves ditto	"	Standing and Running Rigging	"
Inner Bottom Plating	"			Salting (State if examined)	"		

## General Observations, Opinion as to Class, Recommendation, &amp;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 24, &amp;c."

This vessel is in good &amp; efficient condition, reliable in my opinion to obtain the class contemplated.

Survey Fee (per Section 29) £  
Special Damage or Repair Fee (if any) (per Sec. 29) £ 5 5 0  
Travelling Expenses (if chargeable) £ 1 1 0  
Second Surveyor's Fee (if any) £

Fees applied for

19 NOV 1930

Received by me,

1-12-30

W.P. Collings.

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Character Assigned

TUE. 25 NOV 1930

See J.E. Rpt  
Sld. 30504