

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 20/12/30 When handed in at Local Office 20/12/30 Port of Glasgow
No. in Survey held at Glasgow Date, First Survey 11/12/30 Last Survey 14/12/1930
Reg. Book. 85296 on the Wood, Iron or Steel Sc. M.V. "STORSTEN" (No. of Visits)
TONNAGE:— Built at Glasgow By whom BARCLAY CURLE & CO. Ld When 1926 YEAR. MONTH. 4
GROSS 5343 Owners TØNSBERG REDERI A/S. Owners' Address as recorded.
UNDER DK. 4594 Managers B. RAFFEN & O. I. LOENNECHEN (if not already recorded in Appendix to Register Book).
NET 3114 Port belonging to TØNSBERG.

Surveyed Afloat or in Dry Dock? dry dock Name of Dock 8 Elderslie Destined Voyage ✓
WB=CellDBorDBa feet; uE&B feet; f feet } Particulars of Classification (which must be inserted
total capacity tons. FPT tons; APT tons; MT feet tons. } precisely as in Register Book & Supplements).

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. 891 Port Mob.

(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 Services offered

Society's Freeboard (if assigned) as painted on Ship and now verified ✓ ft. ✓ ins.

REPAIRS, OR EXAMINATION AS PER RULE, FOR DAMAGE stated to have been caused by propeller striking submerged object on 28th October 1930 when on a voyage from Bowling to Beaumont.
GROUNDING stated to have taken place in Victoria Channel, Belfast Lough on 3rd December 1930.
DOCKING.

Vessel placed in dry dock, the bottom and rudder cleaned and examined. Tanks flooded.

(See following sheet)

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

PRESENT CONDITION OF THE

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

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 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 ptND24, &c."

This vessel, so far as now seen, is in good and efficient condition and eligible in my opinion to remain as classed with fresh record of survey 12. 30. Note in special remarks list to be deleted.

Survey Fee (per Section 29) £ : :
Special Damage or Repair Fee (if any) (per Sec. 29) £ 2 : 2 : 0
Travelling Expenses (if chargeable) £ : :
Second Surveyor's Fee (if any) £ : :

Fees applied for,

23 DEC 1930

Received by me,

10.1.1931

Surveyor to Lloyd's Register of Shipping.

Committee's Minute GLASGOW 23 DEC 1930

Character Assigned 100 A1

Carrying Petroleum in tank. 12.30

Note sheet.
IND.B. 30-100 lbs.

WZ19-0141 1/2

rt of Glasgow.

Continuation of Report No. 51124 dated

20/12/30. on the

Se. M.V. "STORSTEN".

24 DEC 1930

how done for DAMAGE:- Ribs in after plumb block stow cut out and renewed. Bolls replaced by rivets (see special reasons list).

how done for GROUNDING:- A number of rivets on bottom of vessel hardened up and caulking overhauled as found necessary. No further evidence of damage was observed due to the vessel having been aground.

how done for DOCKING:- Vessel placed in dry dock the bottom and rudder cleaned and examined and found, or made to be, in good condition. Afterwards coated. Hatchways, ventilators and coamings, also deck and general equipment examined and found in order. Funnel and casing top removed, for shipping new donkey boiler, and satisfactorily replaced.

A. B. Lewis.