

# 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 11/12/1930  
 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 LO When 1926 YEAR. MONTH. 4  
 GROSS 5343 Owners TÖNSBERG REDERI A/S. Owners' Address as recorded.  
 UNDER DK. 4594 Managers B. RAFEN & O.I. LOENNECHEN (if not already recorded in Appendix to Register Book).  
 NET 3114 Port belonging to TÖNSBERG.

Surveyed Afloat or in Dry Dock? Dry Dock Name of Dock Edwards Destined Voyage ✓  
 WB=CellDBorDBa \_\_\_\_\_ feet; uE&B \_\_\_\_\_ feet; f \_\_\_\_\_ feet }  
 total capacity \_\_\_\_\_ tons. FPT \_\_\_\_\_ tons; APT \_\_\_\_\_ tons; MT \_\_\_\_\_ 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. 891 Port Mob.

CHARACTER, Date of last Survey and of Periodical Surveys.	Year assigned how expired.	Machinery and Boiler Surveys (including date of N.B., if any).
+ 100. A.1 11-30		+ NE. 5-28
Long's Aft Tanking		+ L.M.C 5-28
Carrying Petroleum in Bulk		D.B.S 8.30
S.S. HULL. No. 1. 30		+ L.M.C (M) 8.30
		C.L. 11-30

(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 but not required  
 Was a damage report made by anyone else? If so, by whom? None

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.

Work done 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:—
Removed								
Removed and Faired or Repaired								
Faired or Repaired in place								

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

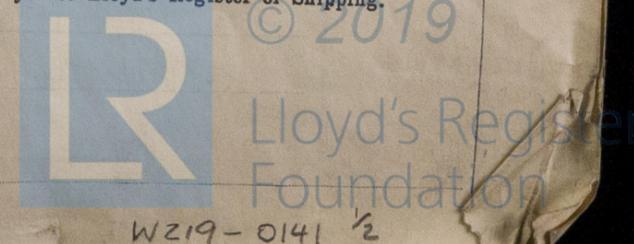
General Observations, Opinion as to Class, Recommendation, &c.:—  
 State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example:—"to remain as now classed 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 added.

Survey Fee (per Section 29) £ : : Fees applied for, 23 DEC 1930  
 Special Damage or Repair Fee (if any) (per Sec. 29) £ 2 : 2 : 0  
 Travelling Expenses (if chargeable) £ : :  
 Second Surveyor's Fee (if any) £ : :  
 Received by me, 10.1.31  
A. Allouit.  
 Surveyor to Lloyd's Register of Shipping.

Committee's Minute GLASGOW 23 DEC 1930  
 Character Assigned 100. A.1  
Carrying Petroleum in bulk. 12.30  
Note sheet. INDB. 30-100lbs.  
 WZ19-0141 1/2

The Ship? If so, is the Report sent now, or when will it be sent?

A Certificate required? If so, to be sent to



Se. M.V. "STORSTEN."

24 DEC 1930

how done for DAMAGE:- Rivets in after plumb line block stamp cut out and renewed. Bolts replaced by rivets (See special reasons list).

how done for GROUNDING:- A number of rivets on bottom of vessel loosened 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.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN