

N/N "TUROY"

Rpt. 8.

(Received at London Office

5 MAR 1948)

No. 6794

# REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 28.2.48 When handed in at Local Office 19...  
 No. in Reg. Book 78214 Survey held at Västervik Port of Stockholm  
 Date, First Survey 28.7.47 Last Survey 10.2.48  
 on the ~~Wood~~ ~~Iron~~ ~~Steel~~ Sc. Motorship "TUROY" ex "Ironbound" (No. of Visits 11)

TONNAGE: Built at - By whom - When 1942 MONTH.  
 GROSS 502 Owners L. Myreböe A/S Owners' Address Bergen  
 UNDER DK 401 Managers L. Myreböe (If not already recorded in Appendix to Register Book).  
 NET 304 Port belonging to Bergen

Surveyed Afloat or in Dry Dock? Both Name of Dock Westerviks Varf Destined Voyage -

Cell/D/Bor/D/BA feet; uE & B feet; f feet  
 total capacity tons. FPT tons; APT tons; MT feet tons.  
 Only alterations in the existing records of tanks should be inserted.

N.B. - All alterations in the existing records should be underlined.

Last Report, No. - Port -

Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules and items remaining to complete the Surveys should be summarised. 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 See enclosed  
 Society's Freeboard (if assigned) as 508 mm painted on Ship and now verified } ins.  
 Was a damage report made by anyone else? if so, by whom? None

REPAIRS, OR EXAMINATION AS PER RULE, FOR SPECIAL SURVEY

This vessel which was originally a British Steam Trawler has been converted into a Cargo Motorship at Messrs. A/B Westerviks Varf, of Västervik. The vessel was originally classed with the British Corporation but at the request of the Owner, a survey has been made during the re-construction of the vessel with a view to classification in this Society. Please, see the Secretary's letter "M" of the 21st August, 1947.

### NOW DONE:-

Vessel placed on slipway. The bottom and spade rudder cleaned, examined and coated. The holds, peaks, and machinery space cleared. New ceiling and limber boards laid in holds. Steelwork generally examined and coated where necessary. Peak and ballast tanks tested by water pressure as per Rules and examined internally. Plating in way of sidelights examined. Decks examined, chain cables ranged and examined. Chain locker examined. Anchors, masts, rigging hatch covers, tarpaulins, supports and fastenings (in position), ventilator coamings and covers, steering rods, chains

| Summary of Damage Repairs :-    | Shell Plates. | Frames. | R. Frames. | Floors and Bracket Floors | Beams. | Inner Bottom Plates. | Dk. Plates. | Other Items :- |
|---------------------------------|---------------|---------|------------|---------------------------|--------|----------------------|-------------|----------------|
| Renewed ...                     |               |         |            |                           |        |                      |             |                |
| Removed and Faired or Repaired  |               |         |            |                           |        |                      |             |                |
| Faired or Repaired in place ... |               |         |            |                           |        |                      |             |                |

| PRESENT CONDITION OF THE |      | Bulkheads  |      | Engine Room Skylights               |      | Copper, or Y.M.                   |                   |
|--------------------------|------|--|------|-------------------------------------|------|-----------------------------------|-------------------|
| Plating                  | Good | Good   | Good | Good                                | Good | Good                              | Good              |
| Planking of Decks        | -    | Ceiling  | "    | Coal Bunkers, Openings, Covers, &c. | "    | When fitted, Month                | Year              |
| Fastenings               | -    | Cement   | "    | Oil Bunkers                         | Good | Boats                             | Good              |
| Fastenings               | Good | Rudder   | "    | Scuppers                            | "    | Masts, Yards, &c.                 | Good              |
| Side Plating             | "    | Steering gear and its connections                                      | "    | Cargo Hatchways                     | "    | Condition, how ascertained        | examined          |
| " in way of sidelights   | "    | Windlass   | "    | Hatches                             | "    | Equipment letter                  | h                 |
| Frames                   | "    | Have pumps been examined and found efficient?                          | -    | Planking                            | -    | Anchors, No. of                   | 2 B, 1 S see rpt. |
| Longitudinals            | -    | Have Sluice Valves been examined and found efficient?                  | -    | Caulking                            | -    | Cables (State if now ranged)      | Yes               |
| Transverses              | -    | Have Watertight Doors been examined and found efficient?               | Yes  | Treenails                           | -    | " length 195 m mean diam. 1 3/16" |                   |
| Bottom Plating           | Good | Have Ventilators and their Coamings been examined and found efficient? | Yes  | Breasthooks & Stemson               | -    | " Rule length 195 m size 1 3/16"  |                   |
| Bottom Tanks             | "    | Air and Sounding Pipes   | Good | Transoms, Pointers & Crutches       | -    | Chain Locker                      | Good              |
| Bottom Tanks             | "    | Doubling Plates under Sounding Pipes                                   | Good | Timbers of Frame at openings        | -    | Hawsers & Warps                   | See report        |
| Bottom Tanks             | "    |  |      | " at other places                   | -    | Standing and Running Rigging      | Good              |
| Bottom Tanks             | "    |  |      | Stringers, Clamps & Shelves         | -    | Sails                             | -                 |
| Bottom Tanks             | "    |  |      | Salting                             | -    |                                   |                   |

### 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 classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,38," or "to remain as classed and to have record of survey, 1,38, and the notations of ss No. 1-38."

All the requirements for a Special Survey having been complied with, this vessel is now in good and efficient condition and eligible in my opinion to be classed in the Register Book, with the character 100A1 and to have notation of ss Västervik 2.48, subject to the spare bower anchor being weighed and tested, to the wire rope

equipment being checked and found in accordance with the Rule requirements, to spare steering chains being replaced and the plates Nos. 2 and 3 from stern in sheerstrake (s.s.) and Nos. 3, 4 and 5 from stern in strake below sheerstrake (s.s.) being dealt with at the Owners convenience.

Fee (per Section 29) Kr. 640:- Fees applied for, 28.2.48  
 Damage or Repair Fee (if any) (per Sec. 29) Kr. 280:- Received by me, 19...  
 Printing Expenses (if chargeable) Kr. 539:45  
 Surveyor's Fee (if any) \$ : :  
 Committee's Minute

WED 9 JUN 1948

Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

003290-003297-0121/12

Is Certificate required? If so, to be sent to

Blocks, rudder quadrant, tillers, windlass, watertight doors and air and sounding pipes examined and found or placed in good condition. Doubling plates or equivalent fitted under all sounding pipes. Freeboard verified.

NOTE:-

The spare bower anchor is not supplied with a certificate and the same should therefore be weighed and tested. All other particulars regarding anchors and chain cables are given in the First Entry Report now forwarded. See The Secretary's letter "D" of the 27th January, 1948.

No opportunity was afforded for examining the wire rope equipment onboard.

No spare steering chains have been supplied. Please, see The Secretary's letter "S" of the 27th January, 1948.

The survey will be completed at Bergen where the vessel is now proceeding. The Bergen Surveyor has been advised.

While the vessel was lying at the Shipyard, she sustained damage stated to have been caused by fire on the 18th January, 1948 and the following damage repairs were carried out:-

- m One side scuttle in shell renewed.
m 5 glasses for side scuttles in shell renewed, side scuttles repacked.
X A buckle below a side scuttle faired.
m One m^2 ceiling renewed.
m Wood deck scraped, caulked and pitched.
X One side plate at boat deck faired 7000 x 300 x 8 mm.
m Three glasses for side scuttles in deckhouse renewed, scuttles repacked.
m 2 doors of pine renewed.
m One door of oak renewed.

(Contd.).

When Anchors or Cables are supplied, the particulars are to be reported in the following form :-

ANCHORS.

Table with columns: Number of Certificate, Anchors, Weight of Stock, Test per Certificate, Weight Required by Rule, Description of Anchor, Makers, Where and when tested and Superintendent.

\* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

CHAIN CABLES.

Table with columns: Number of Certificate, Length and size supplied, Test per Certificate, Weight of Chain Cable, Length and size per rule, Description, Makers of Cables, Where and when tested and Superintendent.

hull of the m.s. "TURÖY".

All damaged and disturbed material scraped and painted.

Rivets and seams in shell plating caulked.

Bulwark plate No. 2, from stern, faired temporarily.

The above repairs were carried out to my satisfaction.

The following repairs were recommended, but no opportunity was afforded for having them carried out now:-

Starboard side:-

Shell plates Nos. 3, 4 and 5, from stern, in strake below sheerstrake to be faired in place 9300 x 1750 x 10 mm.

Plates Nos. 2 and 3, from stern, in sheerstrake to be faired in place 8500 x 1550 x 11.5 mm.

Bulwark plates No. 2, from stern, to be faired in place and No. 3 to be removed, faired and refitted, 9000 x 1000 x 6.5 mm.

Bulwark angle to be removed, faired and refitted, 7000 x 150 x 10 mm.

One bridle port to be removed and re-riveted.

Ceiling to be removed and renewed about 25 m^2, 4 wardrobes to be removed and refitted.

Deckhouse side plating to be faired in place, 3500 x 2000 x 7 mm.

Ceiling and fittings in deckhouse in way of damage to be removed and refitted.

It is recommended these damages be dealt with at the Owners' convenience.

The above damages do not, in my opinion affect the seaworthiness of the vessel. It is recommended that the repairs be carried out at the Owners' convenience.

Hans Otto Albertson

N.B. - If this Report is copied by Copying Press, special care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

THE SURVEYORS ARE