

# REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 8 Oct 1928 When handed in at Local Office 10

Port of AMSTERDAM

No. in Survey held at AMSTERDAM

Date, First Survey 24 Sept

Last Survey 29 Sept 1928

on the ~~Wood~~ Iron or Steel Tw. Sc. Motor Vessel "TURICUM"

TONNAGE:-

Built at Krimpen a.d.Yssel

By whom C.v.d.Giessen & Zonen's Schip

YEAR.

MONTH

GROSS

Owners Camillo Eitzen & Co.

Owners' Address Oslo

(if not already recorded in Appendix to Register Book).

UNDER DEK.

Managers

Port belonging to Oslo

Surveyed Afloat or in Dry Dock? Drydock Name of Dock Ams. Drydock

Destined Voyage

WB=CellDBorDBa

feet; uE&B

feet; f

feet

total capacity

tons. FPT

tons; APT

tons; MT

feet

tons.

Particulars of Classification (which must be inserted 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.

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 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

Yes not required

Was a damage report made by anyone else? If so, by whom?

REPAIRS, OR EXAMINATION AS PER RULE, FOR Examination in dry dock

The vessel is reported to have been aground in the North Sea Canal on the 19<sup>th</sup> of July 1928. on her voyage from Rotterdam towards Amsterdam. The vessel has been placed in dry dock bottom and midship cleaned and the following repairs carried out on Starboard side  
I stake plate N° 8 faired in place, and I stake plate 6 and 7 which were found slightly scathed, dressed up. Two lengths of bulb plate bidge keel removed faired and replaced, and two lengths of T bar and one length of bulb plate faired in place, and some started welds in T bar of bidge keel & bottom plating dealt with.  
On Portside: E stake N° 8 faired in place and some started shell

## SUMMARY OF DAMAGE REPAIRS:—

Renewed	Shell Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Removed and Faired or Repaired								
Faired or Repaired in place	2.							

## PRESENT CONDITION OF THE

Decks	good	State if Tanks have been examined inside	no	Dblg. Plates under Sounding Pipes	not in	Copper, or Y.M. of Wood Vessels	no
Caulking of Decks	✓	State if Tanks now tested	no	Engine Room Skylights	good	(State if on Feet).	no
Coamings	✓	Bulkheads	✓	Coal Bunkers, Open'gs, Lids, &c.	✓	When put on, Month	Year
Beams & Fastenings	not in	Ceiling	✓	Scuppers	✓	Boats	good
Outside Plating	good	Cement or Asphalt	✓	Cargo Hatchways	✓	Masts, Yards, &c.	not in
Breasthooks	not in	(State which.)	✓	Hatches	✓	Condition, how ascertained	no
Transoms	✓	Rudder	good	Planking	of Wood Vessels	(State if wedges removed)	yes
Frames	✓	Steering gear and its connections	✓	Caulking	ditto	Sails	✓
Reverse Frames	✓	Windlass	✓	Treenails	ditto	Equipment letter	✓
Longitudinals	✓	Have Pumps now been examined and found efficient?	not in	Breasthooks & Stems	ditto	Anchors, No. of	Complete
Transverses	✓	Have Sluice Valves now been examined and found efficient?	✓	Transoms, Pointers, & Crutches	ditto	Cables (State if now ranged)	no
Floors	✓	Have Watertight Doors now been examined and found efficient?	✓	Timbers of Frame at openings	ditto	length	size
Keelsons	✓	Have Ventilators and their Coamings been examined and found efficient?	✓	Ditto ditto at other places	ditto	Rule length	size
Stringers	✓			Stringers, Clamps & Shells	ditto	Hawser & Warps	sufficient
Inner Bottom Plating	✓			Salting	(State if examined.)	Standing and Running Rigging	good

## 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."

The vessel is now in a good and efficient condition and eligible in my opinion to be classed as recommended by (friendly report) Rotterdam Surveyors.

Survey Fee (per Section 29) £

Special Damage or Repair Fee (if any) (per Sec. 29) £

Travelling Expenses (if chargeable) £

Second Surveyor's Fee (if any) £

Fees applied for,

Received by me,

11.10.1928

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

TUES. 30 OCT 1928

Character Assigned

100181

Write any

Carryg. petroleum in bulk

Lloyd's ascp

thine 10.28 CL

Oil Engines

2.073-18016



H. P. Younes

[illegible]