

COPY.

Lloyd's Register of Shipping.



Port

GDYNIA

29th March 1950.

This is to Certify that

J.A. BOMER

the undersigned Surveyor to this Society did at the request of the Owner's Representative attend on board the T.W.S. M.V. "TURNIA", 694 tons gross, of Gdynia, on the 14th. March 1950 and subsequently, as the vessel lay afloat at Slaskie Quay, Gdynia, on account of damage stated to have been sustained on the 13th. March 1950, due to contact with the quay wall whilst moving berth from Slaskie Quay to Okaywie. Vessel in light condition with pilot on board.

For further particulars, please see Log Books.

Upon examination the following damage was found and recommendations made :-

FOUND

Starbd. side transom plating, incorporating bulwark plating, buckled and distorted, together with vertical bar stiffener in steering gear space.

Aft. starbd. side shell plating, incorporating bulwark plating, ~~bulwark~~ and distorted.

buckled

Aft. starbd. deck plating (incorporating one channel section), ~~bulwark~~ and fractured.
buckled

Longitudinal girder under damaged deck, buckled.

Horizontal stiffener to stbd. side shell plating buckled.

RECOMMENDED

Crop approximately 1 metre from starbd. corner of transom, and fit new section with B.W. butts. Vertical bar stiffener renew

Crop approximately 1 metre fored. of transom, and fit new section about 1 metre square with B.W. butts.

Crop, and fit new section about .5 metres long and 1.5 metres wide. Flange of channel section crop and fit new section of deck beam (bar section), about 1 metre long.

Crop and fit new section about 1.3 metres long.

Crop and renew aft. length, about .7 metres long.

J.A.B.

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This Certificate is issued upon the terms of the Rules and Regulations of the Society, which provide that :-

"While the Committees of the Society use their best endeavours to ensure that the functions of the Society are properly executed, it is to be understood that neither the Society nor any Member of any of its Committees is under any circumstances whatever to be held responsible for any inaccuracy in any report or certificate issued by the Society or its Surveyors, or in any entry in the Register Book or other publication of the Society, or for any error of judgment, default or negligence of any of its Committees or any Member thereof, or the Surveyors, or other Officers or Agents of the Society."

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Lower section of aft. frame to starbd. side shell plating distorted.

Crop and fit new section about 4 metres long.

Upper sections of aft. 2 frames to starbd. side shell plating buckled and fractured.

Renew.

Starbd. quarter block bracket, casing and sheave for steering gear buckled and fractured.

Bracket, casing and sheave renew.

Bulwark rail and half round moulding buckled along transom bulwark plating.

Crop and fit new sections of rail and half round moulding, about 7 metres long.

Bulwark rail and half round moulding buckled along aft. starbd. bulwark plating

Crop and fit new sections of rail and half round moulding, about 8 metres long.

Steel belting (half round, hollow section) along transom stem indented.

Crop and part renew, about 1 metre.

Steel belting (half round, hollow section) along starbd. side plating indented.

Crop and aft. length renew, about 1 metre.

Aft. starbd. circular pillar to Boat deck distorted.

Renew.

Aft. starbd. stanchion for guard chains buckled.

Renew.

Two bar stanchions on starbd. side bulwark plating, and two on transom bulwark plating buckled.

Renew.

GENERAL

Shell and deck plating to be hose tested on completion of repairs.

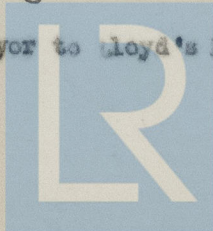
All material, fittings, etc.: disturbed in effecting repairs to be put back in similar condition to that before the damage was sustained.

All new and disturbed work effected by repairs to be painted.

The foregoing repairs, and work incidental thereto, have been carried out so as to place the vessel in the same efficient condition to that before the damage was sustained.

J. A. Boate.

Surveyor to Lloyd's Register of Shipping.



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