

Rpt. 8.

(Received at London Office)

12 FEB 1951

No.

13353

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 1. 2. 1951 When handed in at Local Office 1. 2. 1951 Port of Copenhagen
No. in Survey held at Nakskov Date, First Survey 25. 10. 50 Last Survey 16. 1. 1951
Reg. Book. 64946 on the Wood, Iron or Steel T.S. M/S. JUTLANDIA (No. of Visits 16.)

TONNAGE —
GROSS 8482.35
UNDER DECK 6752.78
NET 5217.19

Built at Nakskov By whom Nakskov Skibsv. A/S When 1934 MONTH 11.
Owners 1/5 Det. Østasiatisk Kompagni Owners' Address
Managers Port belonging to Copenhagen

Surveyed Afloat in Dry Dock? 2. ou. joulbou Name of Dock Nakskov Skibsv. A/S Destined Voyage Far East
Cell D Bord Ba feet; uE & B feet; f fee
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. 13201 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. *offered to Owners, not req.*

Was a damage report made by anyone else? if so, by whom? *Insurance expert.*

REPAIRS, OR EXAMINATION AS PER RULE, FOR

Damage and Conversion into a hospital ship (Ship undocked 4-12-1950)
Damage stated due to:
1) Encountering ice in Kattegat 1/2 and 10-11/2 - 47 (Please see Jan Rpt 12982, damage 6).
2) Encountering heavy weather Copenhagen - New York 17-21/9-50
3) Striking the quay at Newport News 1/11-50.

Now done: Ship placed on joulbou, bottom, sides & rudder cleaned, examined and recoated, and the following damage repairs carried out:

1) S.S. Fourteen plates (F1 - G2.3 - H1,2,3,4,5 - J3,4,5,6 - K2,3) removed, faired & refitted.
Two plates (F2 - J1) faired in place.

Six frames cropped and part removed, faired & refitted.

Fore peak tank and double bottom tank No 1 (Ship has "Maier" form) water-tight on completion of repairs and found satisfactory.

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	14	6 part.						
Faired or Repaired in place	3							

PRESENT CONDITION OF THE	Bulkheads	Engine Room Skylights	Copper, or Y.M.
Decks	part. & good	good	(State if on Felt.)
Caulking of Decks		✓	When fitted, Month Year
Coamings		✓	
Beams & Fastenings	part. & good	good	Boats
Outside Plating			Masts, Yards, &c.
" " In way of sidelights			Condition, how ascertained from deck
Frames	part. & good		(State if wedges removed.)
Reverse Frames	✓		Equipment letter
Longitudinals	✓		Anchors, No. of
Transverses	✓		Cables (State if now ranged)
Floors	✓		" length shak. to mean diamr.
Keelsons	✓		" (on board.)
Stringers	✓		" Rule length to complete
Inner Bottom Plating	part. & good		Chain Locker
Have the Tanks been examined internally?	✓		Hawsers & Warps
Have the Tanks been tested? see Rpt.			Standing and Running Rigging
			Sails

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 as No. 1-38."

This ship is eligible to remain as classed and to have record of survey 12,50
The ship's name may now be deleted from the Special Reason's list.

Survey Fee (per Section 29) *Alteration* Kr 4000⁰⁰
Special Damage or Repair Fee (if any) *km 785⁰⁰*
Travelling Expenses (if chargeable) *Kr 976⁵⁰*
Second Surveyor's Fee (if any) ✓

Fees applied for, 9/2 1951
Received by me, 19

Committee's Minute

Character Assigned

THU 8 MAR 1951

Std S. 11,50
Port SN 11,50

2 NDB fitted 1951

Delete "Carrying vegetable oil in midship deep tank"

Amund RB

Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

004387-004393-0189 1/2

Rpt. 9a. *Copenhagen.* Continuation of Report No. *13353* dated *1-2-81* on the *Port of*

Соренхаген.

Continuation of Report No.

13353 dated 1-2-51

on the

M/S JUTLANDIA

2) Bilge keels. port & starb. riveted.

A few started shell rivets in way of N^o 1 & 2 db. tanks made good by caulking and a few rivets in the boundary angles of bld. between N^o 1 & 2 db. tank made good by caulking. Both db. tanks worked over on completion of repairs and found satisfactory.

3) P.S. off. Overplak (K 16) 'fair' in place.

Conversion into a hospital ship. (For United Nations).

Now done: A new deep tank frame 101 to 114 act. a room for aux. machinery aft of the present motor space fitted as per approved plans attached to this report.

The new deep tank and the adjacent double bottom tanks were worked with rule pressure on completion of the work and found satisfactory.

The new beet heads for aux. machinery. hosekeli and Järvelä's factory.

Concret. ballast. placed on upper in forward s. after wells, deck reinforced as per plan attached.

Horizontal waterlight doors filled in bldg. p. 141 in lower 'loose' deck, the door (p. 33) being.

capable of being operated from upper 'low deck' space (always accessible) and from door itself. The doors and the tunnel wth door locked and found satisfactory.

The electric sheering gear (operated from bridge & prop) and the hand sheering gear tested and

forme. sa his factory.

Windlass. keski; xamirvel. anti. jorvel. satisfactory.

The steel doors on the companionways for stairways & lifts to lower decks tested and

serm. geol.

Old deep tank, fr. 83 to 95 now soaked with cement.

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

ANCHORS.

Number of Certificates.	Anchor.*	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST PER CERTIFICATE.			WEIGHT REQUIRED BY RULE.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons	Cwts.	qrs.	lbs.	Cwts.	qrs.			
	1st Bower													If Patent state name of Patentee.		
	2nd "															
	3rd "															
	Collective Weight															
	Stream.....															
	Kedge															

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

CHAIN CABLES.

[illegible]

Openings cut in all upper lower deck wth bldgs. and kingdls. non-water tight doors fitted (this done to facilitate transport of stretchers from fore to aft). The fore peak bulkhead has not been pierced.

The Danish Government, who has chartered the ship from The East Asiatic Comp., has approved a draught of 20 feet based upon sub division and a line has been set off on the ship's side indicating this draught.

(Confirmed).

Alkrafious in Reg Book. The ship is now a Hospital ship.

7BH (Coll. to 4pp. dk, 6 to 2nd deck). 2 to 3rd deck.

MTs 62.5' - 1490 tons. (old M.T. 730 ts, new M.T. 760 ts.)

Expunge. Carrying reg. oil in midship. deep tank. Freeboard and draught.

Interim Certificat issued as per copy attached.

List of plans attached.

249

S. R. list. The repairs carried out in "damage 1" cover those mentioned in the list, and the ship's name may therefore be deleted from said list.

W. J.

KW	SW
715	735 ✓
760	782 ✓
	<u>1517</u>