

Rpt. 8.

(Received at London Office)

No.

12340

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 9. 1. 1948 When handed in at Local Office 9. 1. 1948 Port of Copenhagen
No. in Reg. Book Survey held at Copenhagen Date, First Survey 19. 6. 47 Last Survey 8. 1. 1948
on the Wood, Iron or Steel &c. JACO ex L.C.T. 8-4027 (No. of Visits 23)

TONNAGE :-

GROSS 1344.22

UNDER DK 931.11

NET 718.98

Built at (stated by owner) Middelsbro By whom (stated by owner) Cleveland Dockyard

Owners J. Asmusseus Eft.

Owners' Address Kristiansgade 22, Copenhagen, K.

Managers

Port belonging to Copenhagen

Surveyed Afloat or in Dry Dock & on slipway Name of Dock 1/2 Svanemøllerstr. Destined Voyage Horsen.

Cell D Bord Ba feet; uE & B feet; f feet
total capacity tons. FPT tons; APT tons; MT 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. First Port Report

(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

Society's Freeboard (if assigned) as 1535 painted on Ship and now verified

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR Periodical Special Survey (A) For reinstatement of class and Conversion to a cattle carrier.

Now down: Vessel placed on slipway, bottom, sides & rudder (unshipped, examined & refitted). Chauls, examined & recoated. Holds, peaks, peak tanks, fire space, oil bunkers, engine spaces above & below platform cleared and examined. Peak tanks and oil bunkers tested to Rule requirements & found satisfactory. Tanktop examined (no ceiling was fitted), all double bottom tanks examined internally, tested to Rule requirements & found satisfactory. Deep tanks examined internally, tested to Rule requirements & found satisfactory. Plating in way of sidelights and openings examined. Decks, hatches, covers and closing appliances, anchors, chain cables (ranged), chain locker, pole mast (no wedges), rigging, steering gears, windlass and general equipment examined and found in good condition. The hand pump, ventilators, air & sounding pipes and striking plates under sounding pipes, engine casing and deck houses.

P.T.O.

SUMMARY OF DAMAGE REPAIRS :-	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items :-
Renewed ...								
Removed and Fair'd or Repaired								
Fair'd or Repaired in place								

PRESENT CONDITION OF THE	Decks	Bulkheads	Engine Room Skylights	Copper, or Y.M.
Decks	Good	Good	Good	(State if on Felt.)
Caulking of Decks				When fitted, Month Year
Coamings				Boats
Beams & Fastenings				Masts, Yards, &c.
Outside Plating				Condition, how ascertained by name.
" " In way of sidelights				(State if wedges removed.)
Frames				Equipment letter
Reverse Frames				Anchors, No. of
Longitudinals				Cables (State if now ranged)
Transverses				" length 212 1/2 ft mean diam. 1 1/4"
Floors				" Rule length 210 " size 1 1/4"
Keelsons				Chain Locker
Stringers				Hawsers & Warps
Inner Bottom Plating	Good			Standing and Running Rigging
Have the Tanks been examined internally?	Yes			Sails
Have the Tanks been tested?	Yes			

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."

This vessel is eligible in my opinion to be classed * A1 with freeboard "For coasting in the Kattegat and in the Baltic", and to have fresh record of survey 1,48 and the notations of SS Gen - 1,48.

Survey Fee (per Section 29) Kr 3500.00 : Fees applied for, 19.
Special Damage or Repair Fee (if any) £ 1 : Received by me, 19.
Travelling Expenses (if chargeable) Kr 37.50 :
Second Surveyor's Fee (if any) £ 1 :
Committee's Minute

FRI. 14 MAY 1948

Character Assigned + A1 with freeboard For Coasting Service Oslofjord, Kattegat & Baltic
1,48 Gen also Hamburg via Kiel Canal
S.S. Gen - 1,48 Lloyd's A.C.P. 51147
Machinery to be endorsed as critical

Surveyor to Lloyd's Register of Shipping.

H. D. Lydersee

Lloyd's Register

Machinery to be endorsed as critical

008158-08867-0088 1/2

Is Certificate required? If so, to be sent to Surveyor's Office, Copenhagen.

M/V "Jaco" ex L.C.T. 8-4027.

examined and found in good condition. Freeboard, now assigned by the Danish Authorities, have been verified and cut in. ✓

Conversion. (Request form N° 197 dated Apr. 7.6.46).

The vessel has now been converted into a cattle carrying ship. The opening between the hatchcoamings have been covered by a 5' x 2 1/2" wooddeck supported by beams, girders and pillars as per plan approved 29.4.47 and as per Secretary's letter M. 12-5-47.

A wooden structure covering the deckspace between the hatchcoamings have been fitted in accordance with the plan approved 11.8.47 and as per Secretary's letter M. of same date.

Plans showing "Reinforcement to pillars & girders for longer span", "Forepeak bulkhead & chainlocker", "Steel hatchcovers" and "Arrangement of Samsonposts" are enclosed and the work has been carried out in accordance with these approved plans and to my satisfaction.

With regard to the trade limits for this vessel please see Secretary's letter M. dated 11.8.47 (The support under the pillars is to my satisfaction).

Ceilings has now been laid on the tanktop in accordance with the plan of midship section and as approved. ✓

Anchors & chain cables supplied, for particulars please see below. It has been noted that the weight of the chain cable is slightly below that required by the Rules but it is respectfully recommended for the favourable consideration of the Committee that the chain cables are accepted in this instance.

For particulars of stream anchor please see Secretary's letter M. dated 23rd Dec. 1947 and Copenhagen letter dated 13th Dec. 1947.

The stream steel wire hawsers & warps were all on board when the vessel arrived at New York and are in accordance with the Rules requirements. ✓

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

Equipment number estimated: 12486
for all: stockless "N" in red ANCHORS.

approved equipment as per
Equipment letter: L.

Number of Certificate.	Anchors.	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.	lbs.	Cwts. qrs. lbs.	lbs.	Tons. Cwts. qrs. lbs.	lbs.	Cwts. qrs. lbs.	lbs.			
50062	1st Bower	✓		25 0 18		24 19 1 14		21 1 0		Byers improved stockless	Wt. Byers & Co. Sunderland	19.10.47
63893	2nd "	✓		24 2 21		24 10 2 14				Byers stockless	Wt. Byers & Co. Sunderland	F.W. Dorey
24488	3rd "	✓		24 1 14		24 4 0 7				Byers stockless	Wt. Byers & Co. Sunderland	Cardiff 24.4.47
	Collective Weight			74 0 25				60 2 0				Wt. N. Norway
62844	Stream.....	5 2 10		incl stock		0 0 0		See letter				Cardiff 18.6.47
	Kedge											S. Bolton

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

CHAIN CABLES.

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.
	Length.	Diam.	Status.	Breaking.	Supplied.	Per Rule.	Length.	Diam.			
0304	121 3/4	1 1/16	51 1/2	34	114 0 22	203 0 0	121 3/4	1 1/16	stock	✓	Cardiff 31.10.47
45620	90 5/8	1 1/16	51 1/2	34	86 2 15	203 0 0			"	✓	F.W. Dorey
	212 1/8				200 3 9	203 0 0					Cardiff 30.4.47
											S. Bolton

Iron Stream Chain or Steel Wire

Particulars for insertion in the Register Book.

Tonnages: Gross 1344.22 H. Deck 931.11 Nett 718.99

Reg. Dim. L. 214.2' B. 38.1' D. 13.6'

Signal letters: O. X. I. D.

Length of pipe: 37'

Length of fore peak tank 14' Capacity 14 tons W.B.

" " double bottom tanks fore of mach. space 136' Capacity 577 tons W.B.

" " side tanks within mach. space 27' " 52 " "

" " aft of " 12' " 30 " "

(Continued)

M/V "Jaco" ex L.C.T. 8-4027.

Machinery fitted aft.

Cruiser screw longitudinal framing

Lloyds A. & C.P.

4 Bulkheads.

The vessel is fitted for the carriage of oil fuel, flash point about 150° Fahr. in part of the double bottom tanks. Section 20 of the Rules complied with where applicable.

Boats: 2 off 21' x 7' 2" x 4' 1"

Class: (Please see Secretary's letters M. dated 12.5.47 and 11.8.47).

* A.I. with freeboard corresponding to a summer moulded draught of 9' 0".

"For coasting in the Kattegat and the Baltic.

Insurance Certificate issued as per copy attached.

O. L.

Coaling of Ballast

28. 12



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