

COPY.

Lloyd's Register of Shipping.



Port

MALTA.

8th, December, 1950.

This is to Certify that

F. BROOKE SMITH

undersigned Surveyor to this Society did at the request of

the Owner's Representative attend on board the steel screw motor tanker "JANKO", 9720 tons gross, of Panama, whilst lying in H.M. floating dry dock, Malta, for the purpose of ascertaining the nature and extent of damage reported to have been sustained in the following circumstances.

On the 18th October, 1950, at 2105 hours the vessel left the port of Abadan for Gothenburg, loaded with an oil cargo, at 0200 hours on the 19th October the vessel touched the ground. The voyage proceeded normally until the 11th November, 1950, when during heavy weather, at 1620 hours, the vessel took a heavy sea on the port bow and shortly afterwards oil was seen on the water which was traced as coming from the No 1 port wing tank (tanks numbered from forward). The vessel arrived at Gothenburg on the 18th November, 1950, and on the 19th November, during discharge of cargo, leakage was found to be taking place into the No 1 port wing tank. All cargo remaining was eventually discharged from this tank, a certain amount having been lost and the remainder contaminated with sea water.

The services of a diver were called upon in an endeavour

to locate the leakage, in which he was unsuccessful, and the vessel

is issued upon the terms of the Rules and Regulations of the Society, which provide that:—
Committees of the Society use their best endeavours to ensure that the functions of the Society are properly understood that neither the Society nor any Member of any of its Committees is under any circumstances responsible for any inaccuracy in any report or certificate issued by the Society or its Surveyors, or in any Book or other publication of the Society, or for any error of judgment, default or negligence of any of any Member thereof, or the Surveyors, or other Officers or Agents of the Society."

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T.S.M.V. "JANKO"

left Helsigborg, in ballast, for Malta with a view to entering dry dock and the effecting of necessary repairs, the vessel during the passage to be gas freed.

For further particulars please refer to vessel's log books. 6th December, 1950.

Proceeded to vessel on this and subsequent date and upon examination it was found that the drain plug and its socket for the No 1 port wing tank was missing, the bottom shell plating on the port side showed evidence of vessel having touched the ground, the paint being scrubbed without the plating suffering any damage. The missing socket and drain plug was subsequently found in the port wing tank.

As a permanent repair a new socket was made, flange and gasket type, fitted in place from the outside with the flange welded to the outside surface of the shell plating. The drain plug screws screwed into the socket. Upon completion the No 1 port wing tank was flooded tested and plating in way proved tight.

The vessel entered dry dock on the 6th December, 1950, the repairs were completed on the afternoon of the 7th December, the vessel left the floating dry dock and proceeded on her voyage.

The dry docking and repairs were carried out by H.M. Dockyard, Malta, and no accounts have yet been sighted by the undersigned. Overtime work was necessary to expedite the completion of repairs and departure of the vessel.

The cause of the casualty was apparently due in the first instance to the grounding, which loosened the drain plug socket and during the heavy weather on the 11th, November, 1950, the socket was forced into the tank and so causing the alleged leakage.

J. Brooke Smith

Surveyor to Lloyd's Register.

& Expenses £23-0-0.



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Contract Assigned

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