

Rpt. 8.

(Received at London Office)

-3 JAN 1949

No. 16970

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 14th DEC. 1948When handed in at Local Office 14th DEC. 1948

Port of GENOA

No. in Reg. Book.

Survey held at GENOA

Date, First Survey OCT. 19th

Last Survey

Nov. 25th

1948

63523

on the Wood, Iron or Steel MOTOR TANKER "JANKO"

(No. of Visits 22)

TONNAGE:

GROSS 9720

UNDER DK 8976

NET 5761

Built at GOTHENBURG

By whom A/B GÖTAVERKEN

When 1928

MONTH 11

Owners PANKOS OPERATING CO. S.A.

Owners' Address

(If not already recorded in Appendix to Register Book)

Port belonging to PANAMA

Surveyed Afloat or in Dry Dock? BOTH

Name of Dock GRAZIE N°2

Destined Voyage PERSIAN GULF

Cell D Bor D Ba

feet; uE & B

feet; f

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. 3904

Port

PSD

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.

See attached copy of damage report.

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR

Completion of Special Survey (C).

Now Done for S.S.:-

Examined centre cargo tanks (numbered from forward) nos. 1, 2, 4, 5, and 9, wing tank no 5 (P+S), sections in these tanks removed for examination of structure in way; examined fore peak tank and spaces above, wing bunkers in engine room, cofferdams, O.F. deep tank fwd, dry cargo hold (ceiling lifted), pump rooms (2), lub. oil O.B. tank in engine room and cofferdams in way, well at aft end of O.B. tanks, machinery spaces, decks, cargo hatchways and lids, ventilators and their coamings, casings and skylights, plating in way of sidelights, anchors and chain cables, and chain locker. Freeboard verified.

Tested: Oil fuel deep tank forward, and wing bunkers in E.R. (P+S) with satisfactory results.

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 | | | | | | | | |
| Faired or Repaired in place ... | | | | | | | | |

GENERAL CONDITION OF THE

| | | | | | |
|--|-------|-------------------------------------|--------------------|---|-------------|
| Bulkheads | Good. | Engine Room Skylights | Good. | Copper, or Y.M. (State if on Felt) | |
| Ceiling | " | Coal Bunkers, Openings, Covers, &c. | ✓ | When fitted, Month | Year |
| Cement or Asphalt | ✓ | Oil Bunkers | Good. | Boats | Good |
| Rudder | Good. | Scuppers | " | Masts, Yards, &c. | " |
| Steering gear and its connections | " | Cargo Hatchways | " | Condition, how ascertained (State if wedges removed.) | Aloft. |
| Windlass | " | Hatches Lids | " | Equipment letter | 27 |
| Have pumps been examined and found efficient? | ✓ | Planking | ✓ | Anchors, No. of | 2-1 |
| Have Sluice Valves been examined and found efficient? | ✓ | Caulking | ✓ | Cables (State if now ranged) | YES. |
| Have Watertight Doors been examined and found efficient? | ✓ | Treenails | ✓ | " length 285 mean diam. 2 1/4" 2 1/16" | |
| Have Ventilators and their Coamings been examined and found efficient? | YES | Breasthooks & Stemson | ✓ | " Rule length 300 size 2 1/16" | |
| Air and Sounding Pipes | Good | Transoms, Pointers & Crutches | ✓ | Chain Locker | Good. |
| Doubling Plates under Sounding Pipes | YES. | Timbers of Frame at openings | ✓ | Hawsers & Warps | SUFFICIENT. |
| | | " at other places | ✓ | Standing and Running Rigging | Good. |
| | | Stringers, Clamps & Shelves | ✓ | Sails | ✓ |
| | | Salting | State if examined. | | |

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 in my opinion worthy to be continued as classed with fresh record of docking survey 11.48 and notation of S.S. Gen 11.48 subject to repairs to indented shell plating (P+S) at the first convenient opportunity, to rudder post (E.W. 6.48) being specially examined at the next dry-docking. Bower anchor and 15 fathoms of chain cable to be supplied.

Survey Fee (per Section 29) ADV. S.S.

72: 0 : 0

Fees applied for,

Special Damage or Repair Fee (if any)

25: 0 : 0

27.12.1948

CHARTER EXPENSE FUND

2: 18 : 0

[RECEIVED IN LONDON]

Travelling Expenses (if chargeable)

6: 16 : 0

Received by me,

HOLIDAY & SUNDAY FEES

8: 0 : 0

19.

Committee's Minute

TUES. 1 FEB 1949

Character Assigned

11.48 Gen subject

S.S. Gen - 11.48

DBS 12.48

CERTIFICATE WRITTEN.

W1088-0136 1/2

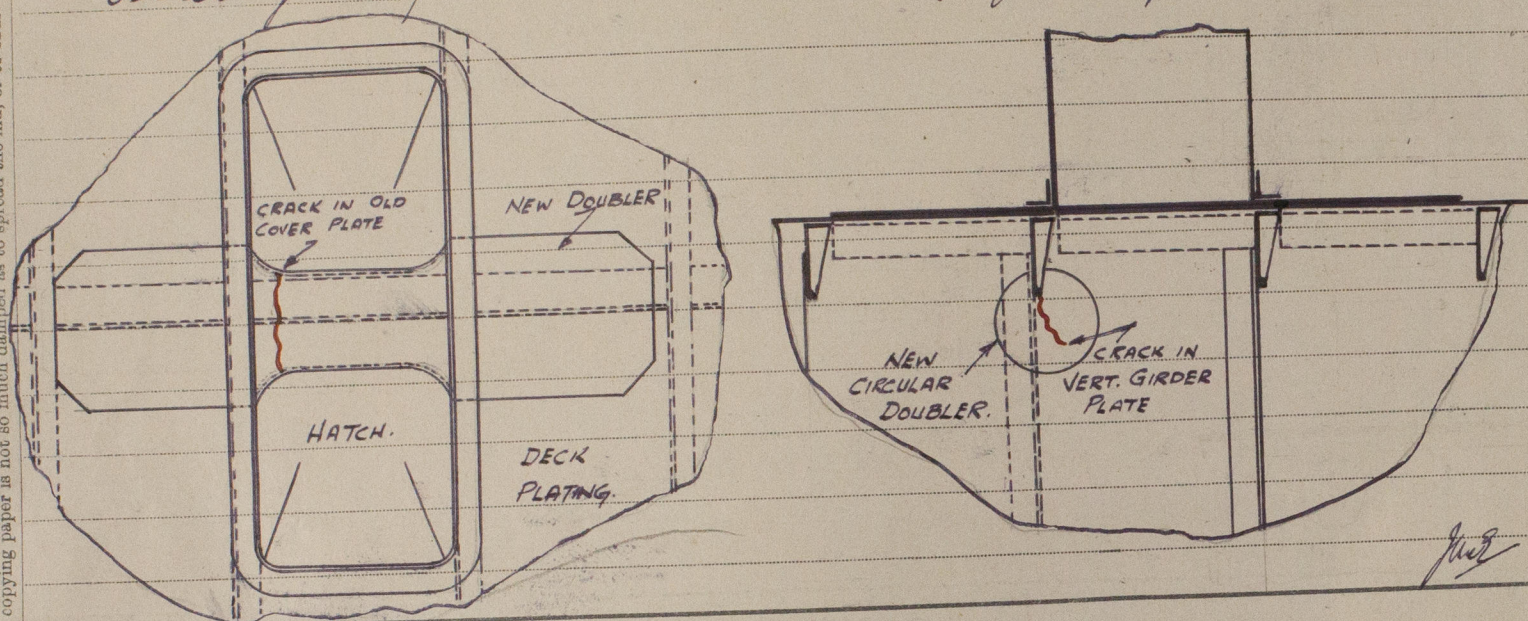
Lloyd's Register Foundation

Repairs: Pit holes in bottom shell plating in nos 5 and 9 center cargo tanks built up with electric welding.

Doubling plates fitted under sounding pipes in forward and deep tank.
All rust and scale removed from steelwork and afterwards recoated.
Various other minor wear and tear repairs effected.

Damage (I) Stated to have been sustained by heavy weather on a voyage from Stockholm to Curacao from the 31st March to 4 Apr. 1948

On examination the girder cover plate in way of center hatches nos. 4, 5, 6, 7 and 8 was found cracked, and in some cases the vertical girder plate was cracked in way of slot for beam (see sketch).



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

ANCHORS.

| ANCHORS. | | | | | | | | | | | | | | Where and when tested and Superintendent. | | |
|------------------------|-------------------|--------------------|------|------|------------------|------|------|-----------------------|-------|------|--------------------------|-------|------|---|------------------------|---------|
| Number of Certificate. | Anchors.* | WEIGHT, EX. STOCK. | | | WEIGHT OF STOCK. | | | TEST PER CERTIFICATE. | | | WEIGHT REQUIRED BY RULE. | | | | Description of Anchor. | Makers. |
| | | Cwts. | qrs. | lbs. | Cwts. | qrs. | lbs. | Tons | Cwts. | qrs. | lbs. | Cwts. | qrs. | | | |
| | 1st Bower | | | | | | | | | | | | | | | |
| | 2nd " | | | | | | | | | | | | | | | |
| | 3rd " | | | | | | | | | | | | | | | |
| | Collective Weight | | | | | | | | | | | | | | | |
| | Stream..... | | | | | | | | | | | | | | | |
| | Kedge | | | | | | | | | | | | | | | |

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

CHAIN CABLES.

[illegible]

Port of

DAMAGE (I) CONT^d.

Repairs now effected:- lower plates in way of these hatches removed, and new pieces fitted. On top of the cover plates and extending outside the hatches fore and aft a riveted doubling plate was fitted. The cracks in the vertical guide plates were used out and welded, and a circular doubler fitted.

A number of rivets in the wing cargo tanks, and fuel bunkers have been caulked.

DAMAGE (II)

stated to have been sustained on the 18th November 1948 whilst shifting ship striking the "Federico Fossio".

Shell plate no. 1 in 2nd strake below sheer stand side was sharply indented and fractured over one frame space. The damaged portion of the plate was cut out and a new piece welded in.

S.R.L:- Indented shell plating (P45) and rudder post (E.W. 6.48) examined and continues efficient.

Repairs ~~now~~ effected to fractured deck girders in way of nos. 4, 5, 6, 7 and 8 centre tank hatches.

Brown anchor and 15 fathoms of chain cable not supplied at this time

Leak 11-47. tested: All comp tanks. ER Tanks peak tanks.
found: ER FW AB tanks and ops oil tanks.

9pt. 648. beards: large tooth; barbie. 3, 6, 7, 8 & 9 } No from front
wings 1, 2, 3 & 4 (bas)

Genae 11.48. Tested: I.F. deep tanks food and wing OF bunkers and E.R.
became: large tanks:entine. 1, 2, 4, 8 and 9.
wing 5. (pers)
I.P. tanks; OF bunkers in E.R. (pers); of damp; OF OT food.
S.B. 1 no oil in E.R.

S.S. Two of $L_{III} - L_{IV} = L_{18}$ short

Kil. 11.44 % per change
 Oct. 6.48 750k @ 14 = $\frac{1}{2} = \frac{1}{2}$ 52½ Rentsch's Rate → -43
 June 11.48 " " = 59
 72 96