

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report *10th January 1940* When handed in at Local Office *19* Port of *Amsterdam*
 No. in Survey held at *Amsterdam* Date, First Survey *6th June* Last Survey *30th December 1939*
 Reg. Book. *76736-26825* on the *Wood, Iron* *Steel* *Twin* *Sc. M.V. "JAGUAR" now named "JANKO"*
 TONNAGE: Built at *Gothenburg* By whom *A/B Götaaverken* When *1918* MONTH *11*
 GROSS *9720* Owners *Pankos Operating Comp.* Owners' Address *(if not already recorded in Appendix to Register Book).*
 UNDER DEK. *8976* Managers *✓* Port belonging to *Panama*
 NET *5761*

Surveyed Afloat or in Dry Dock? *Both* Name of Dock *Ned Dok Mij* Destined Voyage *✓*
 WB=CellDBorDBa feet; uE&B feet; f feet
 total capacity tons. FPT tons; APT tons; MT feet tons.
 N.B.—All alterations in the existing records should be underlined.

Last Report, No. *12126* Port *Got*

Periodical Surveys, when held, must be reported in detail and scriation 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 *Yes*

Society's Freeboard (if assigned) as painted on Ship and now verified *2705 M/M*

Was a damage report made by anyone else? If so, by whom? *Underwriters' Surveyors*

REPAIRS, OR EXAMINATION AS PER RULE, FOR Examination of damage repairs and Special Survey N^o 3.

The Vessel was wrecked on the 17th of January 1939 due to heavy weather whilst on a voyage from Puerto Mexico towards Land's end. The afterpart of the vessel was salvaged from fr. N^o 91 to aft and towed to Amsterdam. A new foreship has been built by Messrs. Nederlandsche Dok Mij. N.V. at that Port (please see also First entry report dated Amsterdam, 10th January 1940 on this case) and the damages to the aftership caused through the salvage have been dealt with as given here below.

The afterpart of the vessel, viz. from fr. N^o 91 to aft has been placed in drydock, bottom cleaned, examined and the following repairs have been carried out:
 Keel plate N^o 2 which was slightly indented, faired in place (please see S.R. list)

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Pk. Plates.	Other Items:—
Renewed	6	11						one length of hoop deck stringer and plates renewed. Rudder overhauled and
Removed and Faired or Repaired	5	5						all planks and bushes renewed.
Faired or Repaired in place	7	one						

PRESENT CONDITION OF THE	State if Tanks have been examined inside	Air and Sounding Pipes	Copper, or Y.M. of Wood Vessels
Decks <i>good</i>	<i>YES</i>	<i>good</i>	(State if on Vell.)
Caulking of Decks <i>"</i>	<i>YES</i>	<i>good</i>	When put on, Month <i>✓</i> Year <i>✓</i>
Coamings <i>"</i>	Bulkheads <i>good</i>	Engine Room Skylights <i>"</i>	Boats <i>good</i>
Beams & Fastenings <i>"</i>	Ceiling <i>pt Cem</i>	Coal Bunkers, Open'gs, Lids, &c. <i>✓</i>	Masts, Yards, &c. <i>"</i>
Outside Plating <i>"</i>	Cement or Asphalt (State which.) <i>pt Cem</i>	Oil Bunkers <i>good</i>	Condition, how ascertained <i>end</i>
" in way of sidelights <i>"</i>	Rudder <i>good</i>	Scuppers <i>"</i>	(State if wedges removed) <i>✓</i>
Breasthooks <i>"</i>	Steering gear and its connections <i>"</i>	Cargo Hatchways <i>"</i>	Sails <i>✓</i>
Transoms <i>"</i>	Windlass <i>"</i>	Hatches <i>"</i>	Equipment letter <i>et</i>
Frames <i>"</i>	Have pumps now been examined and found efficient? <i>yes</i>	Planking of Wood Vessels <i>"</i>	Anchors, No. of <i>3B+15</i>
Reverse Frames <i>"</i>	Have Sluice Valves now been examined and found efficient? <i>✓</i>	Caulking ditto	Chain Locker <i>good</i>
Longitudinals <i>"</i>	Have Watertight Doors now been examined and found efficient? <i>✓</i>	Treenails ditto	Cables (State if now ranged) <i>YES</i>
Transverses <i>"</i>	Have Ventilators and their Coamings been examined and found efficient? <i>yes</i>	Breasthooks & Stemson ditto	" length <i>30.2 fms</i> mean diam <i>2 9/16"</i>
Floors <i>"</i>		Transoms Pointers, & Crutches ditto	" Rule length <i>30.0 fms</i> size <i>2 9/16"</i>
Keelsons <i>"</i>		Timbers of Frame at openings ditto	Hawser & Warps <i>sufficient</i>
Stringers <i>"</i>		Ditto Ditto at other places ditto	Standing and Running Rigging <i>good</i>
Inner Bottom Plating <i>"</i>		Stringers, Clamps & Shefts ditto	
		Salting ditto	
		(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 now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,24," or "to remain as classed and to have record of survey, 1,24, and the notations of ss No. 1-24.

The afterpart of the vessel (viz. from aft to fr. N^o 91) is in a good and efficient condition and eligible in our opinion to receive a suitable notation in conjunction with a notation regarding the rebuilding of the forward part of the vessel, which notations are left to the consideration of the Committee. The vessel is to be expunged from the S.R. list.

Survey Fee (per Section 29) *50% of SS N^o 3* FL *216,-*

Special Damage or Repair Fee (if any) *see dated 1939*

Travelling Expenses (if chargeable) *see dated 1939*

Second Surveyor's Fee (if any) *✓*

Committee's Minute *CS*

Character Assigned *1000A*

Fees applied for, *11-1 19 40*

Received by me, *23/1/19 40*

Surveyor to Lloyd's Register of Shipping.

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Lloyd's Register Foundation

M.V. "JAGUAR" N.N.: "JANKO"

The steering engine has been overhauled, examined, found in order, afterwards the steering engine and rudder tried under working condition and found satisfactory.

The gangway on the vessel has been completely renewed.

2 Damaged plates of the poop front bulkhead have been renewed.

The existing plain bulwark on the tank deck has been removed and replaced by bulwark of open rail and stanchions.

Rails and stanchions on the poop deck have been repaired and placed in order.

Special Survey N°3. (on the afterpart of the vessel towards
fr. N°91.)

The vessel has been placed in drydock, bottom & rudder cleaned, ex'd., found in a good condition and recoated.

The condition of the shell plating was found such that drilling was considered not necessary.

Cargo tanks, cofferdam, bunkers, settling tanks, afterpeak tank and spaces above same, double bottom tanks in way of Eng. & boiler room and cofferdam in way, Engine- & boiler room and poop space cleared and cleaned, scaled where required, lining to shell plates and litch on decks removed where considered necessary, examined right fore and aft and shell plating, frames, reverse frames, floors, brackets, stringers, breasthooks, longt. girders, keelsons, beams, bulkheads, boilerbearers and all other parts found in a good condition and coated as required.

Cargo tanks, cofferdams, afterpeak tank, bunkers, settling tanks and Eng. Room & B. Room double bottom tanks tested as required and found sound and tight. Decks examined and found in order.

Hatchways, steel covers, lids, etc. ex'd. and placed in a good condition. Mast, rigging and general arrangement overhauled, ex'd. and found good.

Steering engine and its connections, tiller, quadrant & hand-steering gear examined and found in order.

Pumps, air- and sounding pipes and ventilator coamings overhauled, ex'd. and found satisfactory.

C. H. Meenwire.