

STEEL STEAMER or MOTORSHIP.

17 JAN 1940

REGARDING REBUILDING OF FORWARD PART OF VESSEL FROM FR. NO. 91 TO STEM. Received at London Office

State if Report has been sent on the Freeboard of the Vessel YES

State if Report is sent on the Machinery of the Vessel YES

Date of completion of report 10th OF JANUARY 1940.

Port of AMSTERDAM.

No. 15862

Survey held at AMSTERDAM.

Date First Survey 6th OF JUNE 1939Last Survey 30th OF DECEMBER 1939.

On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) TWIN SCREW MOTOR TANKER "JAGUAR" N.N. "JANKO" (MAK. FITTED AFT).

State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) FULL SCANTLING VESSEL.

State Type of Erections F.C. & POOP.

TONNAGE under 8976

CLASS 100 A 1.

State if with freeboard

FEET.

"CARRYING PETROLEUM IN BULK"

Do. of space or spaces between Tonnage Dk. and Upper Dk. ✓

Length from fore part of stem to after part of stern most on summer L.W.L. See Sec. 3 (1a) L 474'

Breadth (greatest moulded) B 64

Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) D 37

1st Longitudinal Number (L x D) = 17538

2nd Numeral L x (B + D) = 47874

Framing Depth "d," at middle of length. See Sec. 3 (1d) 12.81

Proportions—Depth to Length—Uppermost continuous deck to top of keel Do. Long Bridge to top of keel

Draught Moulded

Built at GOTHENBURG - SWEDEN.

REBUILT AT AMSTERDAM - HOLLAND.

Launched 4th NOVEMBER 1939 Yard No. 83

Builders A.B. "GÖTAVERKEN"

REBUILDERS: NEDERLANDSCHE DOK MY. N.V.

Owners PANKOS OPERATING COMP.

Managers ✓

(Where necessary to be entered in Reg. Book.)

Residence PANAMA CITY

Port of Registry PANAMA CITY.

If surveyed while building, afloat, or in dry dock

WHILE REBUILDING & IN DRY DOCK.

FRAMES, DOUBLE BOTTOM AND BEAMS. (AMIDSHIPS & FORWARD)

	M/M IN SHIP.	Any Departure from Approved Plans to be Noted.		M/M IN SHIP.	Any Departure from Approved Plans to be Noted.
FRAMES, Spacing amidships	825 ✓		Bracket Floors, Frame		
" " from $\frac{3}{4}$ length amidships to Collision bulkhead.....	825 & 675 ✓		" " Reversed Frame.....		
" " in peaks.....	610 ✓		" " Vertical Struts.....		
SIDE FRAMING.			Centre Girder, depth and thickness amidships		
Frame Amidships, Angle, E or F	250 x 90 x 14 ✓		" " top Angles.....		
" " Extends up to.....	UPPER DECK. ✓		" " bottom Angles.....		
Reversed Frame Amidships, Angle	✓		Side Girders, No. each side and thickness		
" " Extends up to...	✓		Margin Plate depth (excl. of flange) and thickness		
Depth of Framing Girder	✓		" " Vertical Angle to Tank side	AFTERSHIP	✓
Frames in Uppermost Continuous Deck, Angle, E or F	340 x 100 x 14 ✓	IN CONJ. WITH 2 SIDE STRINGERS	Bracket abaft $\frac{1}{2}$ len. from stem	EXISTING	✓
" " Second Deck, Angle, E or F	250 x 90 x 12 ✓	360 x 12 ALLEN.	Vertical Angle to Tank side		
" " Third IN F.C. SPACE " " 250 x 90 x 11	250 x 90 x 11 ✓	240 x 90 x 12	Bracket from forward $\frac{1}{2}$ len. from stem to Panting Area		
" " from $\frac{1}{2}$ len. for'd. to 15% len. from Stem	250 x 90 x 14 ✓		Gussets, spacing and scantling abaft $\frac{1}{2}$ len. from stem		
" " in Peaks, Angle, E or F (FOREPEAK TANK)	250 x 90 x 11 ✓	240 x 90 x 11	Gussets, spacing and scantling from forward $\frac{1}{2}$ len. from stem to Panting Area		
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	22-25-29, DIST. $5\frac{1}{2}$ x DIAM.		Tank Side Brackets, height above base line at toe of Frame and thickness		
State if Frame Joggled	YES ✓		INNER BOTTOM PLATING.		
Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved?.....	YES ✓		Breadth and thickness of Middle Line Strake ...		
Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved?.....	YES ✓		Thickness of remainder in Holds.....		
SINGLE BOTTOM.			Are Rule requirements complied with regarding increases of scantlings in way of double bottom in E. & B. space and framing in Bunkers and Boiler Room?.....		
Floors, Depth and thickness at mid-line in Holds FORWARD DEEP TANK	1170 x 10 ✓		BEAMS.		
Height of Brackets at side above base line at toe of frame IN DEEP TANK	STRAIGHT FLOORS, NO BRACKETS FITTED ✓		Uppermost Continuous Deck, amidships in Wells, Angle, E or F	230 x 90 x 11	220 x 85 x 11 ⁵
Middle Line Keelson, on Floors, Angles, E or F	IN DEEP TANK CENTRELINE BND. PLATING 12-9-8 M/M.		" " FORW. OF CARGO TANKS in way of Bridge, Angle, E or F	230 x 90 x 11	220 x 85 x 11
" " Through Plate or Intercoastal Plate...	IN CENTRE CARGO TANKS 1600 x 12 ⁵		Spacing.....	825-675 & 610	
" " Foundation Plate on Floors.....	250 x 90 x 12 150 x 150 x 13		Second Deck, amidships, Angle, E or F	230 x 90 x 11	220 x 85 x 10 ⁵
" " Flat Plate Keel Angles	1600 x 12 ⁵		Spacing.....	675 M	
Side Keelsons, No. each side	2 IN CENTRE CARGO TANKS AND ONE IN EACH WING TANK		Third Deck, amidships, Angle, E or F	230 x 90 x 11 ✓	
" " thickness of Intercoastal Plate...	280 x 90 x 15 140 x 10 x 14		Spacing.....	610 ✓	
" " Angles.....	FURTHER LONG ⁴ BULKHEADS.		Fourth Deck, amidships, Angle, E or F	✓	
DOUBLE BOTTOM.			Spacing.....	✓	
Solid Floors, thickness and spacing			Poop Deck, Angle, E or F	EXISTING	
" " Are Frame and Reversed Frame joggled?.....	AFTERSHIP EXISTING ✓		Spacing.....	"	
Bracket Floors, breadth and thickness at middle line			Bridge Deck, Angle, E or F	✓	
" " breadth and thickness at margin plate.....			Spacing.....	✓	
			Forecastle Deck, Angle, E or F	200 x 75 x 10	
			Spacing.....	610 & 675	

	M/V IN SHIP.	Any Departure from Approved Plans to be Noted.	M/V IN SHIP.	Any Departure from Approved Plans to be Noted.
PILLARS , No. of Rows.....(IN FORECASTLE)	4 ROWS OF PILLARS, VIZ:			
" " " " " " " "	UNDER WIND LASS 2 LONG ^T . GIRDERS 600 X 12 M/M. IN CONJUNCTION WITH PILLARS L 160 X 160 X 20, SPACED 2440 M/M APART.			
" " " " " " " "	.. ADDITIONAL DECK GIRDER SB & PSIDE UNDER BEAMS L 150 X 150 X 12 SUPPORTED BY SOLID PILLARS L 90 X 90 X 180 X 180 X 12 AT CENTRE LINE UNDER H.W. END COAMINGS AND AT DIST. 4060 M/M SB & PSIDE 2 PILLARS SPACED 4725 M/M APART CENTRE PILLARS H 180 X 180 X 9 1/4 M/M SIDE PILLARS L 230 X 220 X 10 1/4 ALL IN CONJUNCTION WITH SIDE GIRDERS.			
WING TANK Centre Line Bulkhead .				
Stiffeners and Spacing.....	L 240 X 92 85 X 13 SPACED 825 M/M APART.			
Plating, thickness of	13-11-11-10 & 11 M/M			
STRINGERS AND DECK.				
Uppermost Continuous Deck.				
Stringer Plate, breadth and thickness in Wells	23 7/8 x 21 5/8			
" " " " " " " "				
" " " " " " " "				
" Angle in Wells	160 X 160 X 21			
Thickness of Plating abreast Deck openings in way of Wells	21 5/8			
Thickness of Plating abreast Deck openings in way of Bridge				
Thickness of Plating within line of openings...	12			
If Sheathed, material and thickness	NOT SHEATHED			
Second Deck, FORWARD HOLD				
Stringer Plate, breadth and thickness in Wells...	9 5/8			
Stringer Plate, breadth and thickness in way of Wells				
Thickness of Plating abreast Deck openings in way of Wells				
Thickness of Plating abreast Deck openings in way of Bridge				
Thickness of Plating within line of openings...				
If Sheathed, material and thickness	NOT SHEATHED			
Third Deck.				
Stringer Plate, breadth and thickness				
If Plated, state thickness				
Fourth Deck.				
Stringer Plate, breadth and thickness				
If Plated, state thickness				
Poop Deck.				
Stringer Plate, breadth and thickness	EXISTING			
Plating, Sheathing, material and thickness ...				
Bridge Deck.				
Stringer Plate, breadth and thickness				
Plating, Sheathing, material and thickness ...				
Forecastle Deck.				
Stringer Plate, breadth and thickness	2300 X 9 5/8			
Plating, Sheathing, material and thickness ...	9 5/8 NOT SHEATHED.			

SCANTLINGS.				RIVETING.									
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.				BUTTS.			
	AMIDSHIPS.		FORWARD.			State if Joggled?	SINGLE OR DOUBLE.	RIVETS.		No. of Rows of Rivets.	RIVETS.		STRAINED OR LAPPED.
	Breadth.	Thickness.	Thickness.	Thickness.				Diam.	Spacing cr. to cr.		Diam.	Spacing cr. to cr.	
T PLATE KEEL	2380	26 ⁵ / ₁₆	21-20-19	EXIST.	18.5	DOUBLE	25	91	ELECT. WELDED			AS APPROVED	
" DBLG. (if any)	✓	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓	
COM PLATING, No. of Strakes 3 (A-B-C)	2565	18 ⁵ / ₁₆	17	EXIST.		DOUBLE	22	91	ELECT. WELDED			AS APPROVED	
E PLATING, No. of Strakes ONE STRAKE	2320	18 ⁵ / ₁₆	17-16-15	"		DOUBLE	22	91	ELECT. WELDED			AS APPROVED	
PLATING, No. of Strakes 3	2360	17 ⁵ / ₁₆	12 ⁵ / ₁₆	"		DOUBLE	22	91	ELECT. WELDED			DO	
ER DECK, Sheer-strake in Wells.....	1905	24 ⁵ / ₁₆	12 ⁵ / ₁₆	✓		DOUBLE	22	91	FOUR	22	90	LAPPED	
ER DECK, Sheer-strake in Bridge ...	✓	✓	✓	✓		DOUBLE	25	91	THREE	25	115	STRAPPED	
KE BELOW Sheer-strake in Wells.....	1840	22 ⁵ / ₁₆	12 ⁵ / ₁₆	✓		DOUBLE	25	91	THREE	25	115	STRAPPED.	
KE BELOW Sheer-strake in Bridge ...	✓	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓	
SIDE PLATING			EXIST.						EXISTING				
HE SIDE PLATING ...	✓					✓	✓	✓	✓	✓	✓	✓	
LE SIDE PLATING		11				SINGLE	22	82	DOUBLE	22	80	LAPPED.	

Total No. of W.T. BULKHEADS in Vessel		COUNTED FROM FR. NO 91 (O.T. BHD) TOWARDS THE STEM		FORGINGS AND CASTINGS.		Casting or Forging.		Scantlings.		Maker's Name.		Any Departure from Approved Plans to be Noted	
Extending to Upper Deck (Sec. 3 c)		6 TRANSV. O.T. BHDS & ONE W.T. BHD. (R.R. TANK BHD)											
Deck next below		AFT. OF FR. NO 91 EXISTING SITUATION.											
As per Rule													
				KEEL Bar		FLAT PLATE KEEL							
				STEM		PLATE STEM				22 1/4" THICK			
				STERN FRAME		{ Propeller Post { Rudder							
				Speed of Vessel									
				RUDDER-Type									
MIDSHIP BULKHD, Upper tween decks				A x D		EXISTING.							
CENTRE TANKS				Diam. of head									
WING TANKS				Mainpiece at top pintle									
Holds				heel									
TO UPPERDECK				how constructed									
(in Hold F.R. TANK)				double or single plate									
AFTER PEAK				coupling, vertical or horizontal									

EQUIPMENT No.				LETTER E +				ANCHORS.			
Number of Certificate.	Anchor.	WEIGHT, EX. STOCK	WEIGHT OF STOCK	TEST, PER. CERTIFICATE.				WEIGHT REQUIRED BY TABLE 33.	Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Owts. qrs. lbs.	Owts. qrs. lbs.	Tons. cwts. qrs. lbs.				Owts.			
2489	1st Bower ...	83 0 5		60 10 0 0				81 1/2	UNION STOCKLESS	DORTMUND - HOERDER MUTTENBERG	DORTMUND, GERMANY. 18-3-39 JUL. QUAST.
2488	2nd " ...	83 0 2		60 10 0 0				81 1/2	" "	"	
2487	3rd " ...	82 3 2		60 0 0 0				81 1/2	" "	"	
	Collective weight.	248 3 9						244 1/2			
EXISTING	Stream	EXISTING	EXISTING	EXISTING							

HAWSERS AND WARPS.

Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.		Length and Size per Table 53.		Description.	Makers of Cables.	Where and when tested, and Superintendent.	Material.	Length and Size supplied.		Breaking Test of Steel Wire.		Length and Size per Table 53.	
			Statury.	Break- ing.	Supplied.	Per Rule.	Length.	Diam.					Fathoms.	Ins.	Length.	Chr.	Fathoms.	Ins.
		Fathoms.	Ins.	Tons.	Tons.	Owts.	qrs.	Ins.	Owts.	Fathoms.	Ins.			Fathoms.	Ins.	Tons.	Fathoms.	Ins.
1797	302	2 9/16	116 1/2	163 3/8	1070-2-21		909	300	2 9/16	STUO LINK	KETTENWERKE SCHLEIER OF GRÜNE GERMANY.	GRÜNE, GERMANY. 23-9-39 JUL. QUAST.	TOUWLINE.	130	5 1/2	84.4	130	5 1/2
													HAWSEYS & WARPS	4x100	2 3/4	15.2	4x100	2 3/4
Stream Cable or Steel Wire	120	4 3/4		646				120	4 3/4	STEEL WIRE			"					

Number of **Shifting Beams** } ✓
and/or **Fore and Afters** }

~~NEDERLANDSCHE DOK. MÜ. N.Y.~~

Wanderlaan

ALSO AMSTERDAM REPAIRING SURVEY REPORT ON THIS CASE

FREEBOARD MARKING VERIFIED, FOUND CORRECT AND CUT IN ON THE VESSEL'S SIDES AS REQUIRED.

Committee's Minute	FRI. 1 MAR 1940	Reel 4
Character assigned	See Ind Rpt. 15861	Bottom fishing part critically analyzed

GENERAL REMARKS—(The Surveyor should state the Number of Report and Name of any Sister Vessel. Plans showing Vessel as built should be forwarded and a List of the Plans should be embodied.)

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, VIZ. FROM FR. 91 TO AFT. WAS SALVED AND TRANSPORTED TO AMSTERDAM. A NEW FORESHIP HAS BEEN BUILT BY MESSRS. NEDERLANDSCHE DOK MY. N.V. AT AMSTERDAM AND THE AFTERSHIP HAS BEEN PLACED IN A GOOD CONDITION. UPON COMPLETION OF THE WORK BOTH PARTS OF THE VESSEL HAVE BEEN SATISFACTORILY JOINTED.

(AMIDSHIPS & FORWARD)

PARTICULARS OF ELECTRIC WELDING (if employed) THE BUTTS OF THE KEELPLATES AND BOTTOM- & BILGEPLATING OF THE FOREPART OF THE VESSEL (FORM. OF FR. NO. 91) HAVE BEEN ELECTR. WELDED IN ACCORDANCE WITH THE APPROVED PLAN. THE ELECTRODES USED IN THE CONSTRUCTION WERE SMIT'S "RESISTENS" ELECTRODES, MANUFACTURED BY MESSRS. N.V. WILLEM SMIT & CO TRANSFORMATOREN/FABRIEK, NIJMEGEN-HOLLAND AND ARE RECORDED IN THE SOCIETY'S LIST OF APPROVED ELECTRODES. THE RULES FOR THE APPLICATION OF ELECTR. WELDING HAVE BEEN COMPLIED WITH.

SPECIAL NOTATIONS:—Either as part of the vessel's class or for record in the Register Book TWIN SCREW.

CARRYING PETROLEUM IN BULK. CRUISER STERN. PART OF BUTTS OF KEEL-BOTTOM- & BILGEPLATING ELECTR. WELDED. FORM. HALF LENGTH OF VESSEL REBUILT 12-39.

Particulars of Drop Test of Cast Steel Anchors, viz. :—
Weight, Surveyor's Initials, Number of Certificate, Date of Test.

1st Bower HEAD: 54-0-16 CWTs, NO 1468; SHANK: 28-3-17 CWTs, NO 1470
2nd " " : 54-2-10 " , NO 1467; " : 28-1-20 " NO 1471
3rd " " : 54-0-16 " , NO 1466; " : 28-2-14 " NO 1472
ALL MARKED: J. Q. 11-9-39.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 103.00 ft., R.Q.D. ✓ ft., Bridge ✓ ft., Forecastle 39.0 ft. (in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated ✓

Official No. ✓ Signal Letters ✓ Extreme Breadth over Belting (Circ. 1611) ✓ Over-all Length 481.2' (Circ. 1703)

No. and Material of Decks ONE STEEL DECK, 2ND DECK CLEAR OF CARCO TANKS

Parts of Bottom of Vessel coated with cement or approved composition CEMENT IN F.P. TANK. A.P. TANK: EXISTING CONDITION.

Particulars of composition (if fitted) and of approval ✓

PARTICULARS OF WATER BALLAST:—(Comprising all tanks which may be used for Water Ballast. (Circ. 1284) Wells are not to be included in the lengths of the tanks, but Cofferdams and Dry Tanks (if tested) are to be included.)

Where Fitted.	Length. Feet.	Water Capacity. Tons.	Where Fitted.	Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	✓	✓	Fore peak tank,	16	196
Double bottom, under Engines and Boilers,	✓	✓	After peak tank,	EXISTING	
Double bottom, if under Engines only,	EXISTING	✓	Deep tank, aft,	33	624
Double bottom, if under Boilers only,	✓	✓	Deep tank, forward,	✓	✓
Double bottom, forward,	✓	✓	Other tanks, if fitted,		
Total length (if continuous) and Capacity	✓	✓	(If necessary, furnish further information by sketch.)		

Order for Special Survey No. 219

Date 6TH DEC. 1939.

Dates of Surveys held while building

1939; 6-26-27-28-29-30/6, 3-4-5-6-7-10-12-13-14-17-19-20-24-25-27/7, 3-8-9-11-14-16-23-29-30-31/8, 1-2-4-5-6-7-8-11-13-14-15-16-18-19-20-21-22-25-27-28-29/9, 2-3-4-5-9-10-12-13-16-17-18-21-23-24/10, 25-26-27-28-30-31/10, 1-2-3-4-7-8-9-10-13-14-15-16-17-18-20-21-22-23-24-25-27-28-29-30/11, 1-2-4-5-6-7-8-11-12-14-15-16-18-19-20-22-30/12.

Lloyd's Register Foundation
Total No. of Visits 113