

Report of Survey for Repairs, &c., of Engines and Boilers.

(Received at London Office 17 JAN 1940)

Date of writing Report 10th Jan: 1940 When handed in at Local Office

Port of Amsterdam

No. in Survey held at Amsterdam

Date, First Survey 24th June Last Survey 30th Dec 1939

(No. of Visits 1)

26815 on the Machinery of the ~~Wood Iron or Steel~~ Twin S. M.V. "JAGUAR" now named "JANKO"Tonnage { Gross 9720
Net 5761

Vessel built at Gothenburg

By whom A/B Götaverken

When 1928

Nominal Horse Power 724

Engines made at Gothenburg

By whom Aktieb. Götaverken

When 1928

No. of Main Boilers 1

Boilers, when made (Main)

(Donkey)

When 1928

No. of Donkey Boilers 2

Owners Pankos Operating Comp.

Owners' Address

(if not already recorded in Appendix to Register Book.)

Port Panama

Voyage

Steam Pressure in Main Boilers

Managers

in Donkey Boilers 150 lb

If Surveyed Afloat or in Dry Dock Both Ned Dok Mij.

(State name of Dock.)

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER
* for Special Survey
Date of last Survey and of
Periodical Surveys.Machinery and Boiler
Surveys
(including date of N.B. if any)

+100A1

12.38

ss Got. N° 2-37

Carrying Petroleum

in bulk

+LMC

C5 7.37

1.38

DB 12.38

TS 17.36 CL

P 3.38 CL

OIL ENGINE

CONTINUOUS SURVEY

Last Report No. Port

Particulars of Examination and Repairs (if any) +LMC T.S.

Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. 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 briefly summarised at the end of the report. 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 why they were declined.

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

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time?

" " Donkey " " " Yes

If this was not done, state for what reasons?

And what parts of the Boilers could not be thus thoroughly examined? All parts examined

Also what special means, in the absence of internal examination, were adopted by the Surveyor to assure himself of the thorough efficiency of those parts of each Boiler?

State latest date of internal examination of each boiler 23/11/39

Present condition of funnel(s) Good.

Did the Surveyor examine the Safety Valves of the Main Boiler?

To what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes

To what pressure were they afterwards adjusted under steam? 150 lb.

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers?

and of the Donkey Boilers? Yes.

Did the Surveyor examine the drain plugs of the Main Boilers?

and of the Donkey Boilers?

Did the Surveyor examine all the mountings of the Main Boilers?

and of the Donkey Boilers? Yes.

Has screw shaft now been drawn and examined? Yes

Is it fitted with continuous liner? Yes

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

Has shaft now been changed? If so, state reasons

Has the shaft now fitted been previously used?

Has it a continuous liner?

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

State date of examination of Screw Shaft 24/6/39

State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft renewed

Engine parts, when referred to by numbers, should be counted from forward.

Is electric light and/or power fitted? Yes.

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? Yes

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? Yes

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done Complete.

Vessel placed in drydock. Screws shafts drawn examined and found in order. The Port screws shaft liner which was very slightly grooved dressed up in lathe.

Stern bushes and fastenings examined and found in order.

Two new bronze propellers are fitted.

Seacocks valves and fastenings examined and found or made in order.

Examined all the cylinders, pistons, valves, valve gear, connecting rods, crosspins, top and bottom end brases and found in order.

Please see cont. report.

General Observations, Opinion, and Recommendation:— The Machinery is in a

(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, B.S. 9,11, B.M.S. 9,11, L.M.C. 9,11, or L.M.C. 140 lb., F.D., &c.)

L.M.C.

CS 8,34,

good condition. I am of opinion that this vessel is eligible to be recorded in the register book with fresh record of + LMC 12.39 notation of T.S. seen 12.39.

Survey Fee (per Section 29)

£253.00

Fees applied for

Special Damage or Repair Fee (if any)

£73.00

161 1940

Travelling expenses (if chargeable)

£27.00

Received by me, 23/1/1940

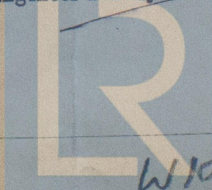
Committee's Minute

Assigned

+Lmb. 12.39

DBS. 12.39

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register

W1088-0158 1/3

CERTIFICATE WRITTEN

Is a Certificate required? If so, to be sent to: Amsterdam Surveyors.

No. 4. "Jaguas" now named "Janko"

I

Both cranks shafts lifted same examined and found in order. Bearing brases examined and found good.

Examined the Thrust and Intermediate shafts of both engines and found in order.

Examined the cylinders, pistons, connecting rods, cranks shafts, cross pins, crank pins, top and bottom end brases, bearing-brases, valves and coolers of both main compressors and found in order.

Examined the cylinders, pistons, covers, connecting rods, cross pins, crank pins, top and bottom end brases, cranks shafts, bearing brases and the three starting air receivers internally and externally of the three Auxiliary Dynamo Oil Engines and found or made in order.

Examined the cylinders, pistons, valves, covers, cross pins, crank pins, cranks shaft and bearing brases of the Steam driven dynamo engine and found in order.

Examined the cylinders, pistons, connecting rod, cross pin, crank pin, cranks shaft, bearing brases, valves and air coolers of the Electric driven Auxiliary Compressor and found in order.

Examined the Port and Starboard Starting air-receivers internally and externally and found in order.

Examined the Injection (4) air receivers internally and externally and found in order.

Examined the two Meir's feed pumps, two main-coolwater pumps, two lubricating oil pumps, Winch Condenser-circulating pump, Ballast pump, Main engine driven-bulge pumps, Electric driven bulge pump,

Fuel oil transfer pump and found or made in order.

Tested and examined the Winch Condenser and found in order.

Examined the pumps, heaters and pipes of the oil burning installation and found in order.

Examined the valves, cocks, pipes etc. of the pumping arrangement and found or made in order.

Examined the pumping arrangement in the main pump room and in forward pump room and found in order.

Examined the fuel storage tanks and daily service tanks their fittings and connections and found in order.

Please see cont. report No. II

Port of *Amsterdam* Continuation of Report No. 15861^B dated 10th Jan 1940 on the
 M/o. 4 "Jaguar" now named "Janko" II

Examined both Donkey boilers internally and externally their mountings and safety valves and found in order.

Examined and tested the steam pipes and found in order.

All the Electric generators and motors overhauled examined and tested and found in order.

Electrical equipment examined and tested and found or made in order.

The installation to new fore ship examined and tested and found in order.

All fittings on Main and Sub Distribution switch boards examined and found in order.

Tested and examined the heating coils and ballast pipe line in all the tanks and found in order.

All the Machinery examined in working condition during the trial in the North Sea Canal and found in order.

W. W. W. W.

Machinery examined
throughout.

It is submitted that
this vessel is eligible for
THE RECORD.

Time 12:39
at 12:39
Both 12:39.

It is concluded that the
pumps or pumping
arrangements used
connections at the forward
end of the ship are
in accordance
with the Rule
requirements but
they should be
confirmed.

Yes
9/9/40

BA
13/40



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Foundation