

REPORT OF SURVEY FOR REPAIRS, &c.

of writing Report 28th March 1940 When handed in at Local Office 29th March 1940 Port of Gothenburg
 in Book Supplement Survey held at Gothenburg Date, First Survey 4th March Last Survey 19th March 1940
 on the Wood, Iron or Steel M.S. JANUS (No. of Visits 19)

TONNAGE:— Built at Landskrona By whom Öreundsväret A/B. YEAR. MONTH.
 GROSS 9965 Owners Red. A/B. Nordstjeman When 1939 10
 NET TONNAGE 9006 Managers A.A. Johnson Owners' Address 503
 (if not already recorded in Appendix to Register Book)
 Port belonging to Stockholm

Surveyed Afloat or in Dry Dock? D.D. Name of Dock Gotaverken Destined Voyage
 ULD Bor D Ba feet; uE&B feet; f feet
 Total capacity tons. FPT tons; APT tons; MT feet tons.
 Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

N.B.—All alterations in the existing records of tanks should be inserted.
 Only alterations in the existing records of tanks should be underlined.
 Last Report, No. 1826 Port Mmo

CHARACTER.		Machinery and Boiler Surveys	
* for Special Survey Date of last Survey and of Periodical Surveys.		(including date of N.E., in any).	
<u>+100A1</u>	<u>10-39</u>	<u>+LMC</u>	<u>10-39</u>
		<u>CL</u>	
<u>Carrying petroleum in bulk</u>		<u>oil engines</u>	

Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules and items remaining to be completed. 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.

Where 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. Offered to Owners
 not required

Was a damage report made by anyone else? If so, by whom? Yes. Underwriters' Surveyor.

REPAIRS, OR EXAMINATION AS PER RULE, FOR Damage.
Damage no. 1 stated to have been caused by the vessel grounding at Vinga on 23rd Feb. 1940 while approaching Gothenburg on a voyage from Corpus Christi to Gothenburg.
Damage no. 2 stated to have been caused by the vessel encountering ice on 22nd Feb. 1940 while on a voyage from Corpus Christi to Gothenburg.
Damage no. 3 stated to have been caused by the vessel encountering heavy weather on 9th Jan 1940 while on a voyage from Corpus Christi to Gothenburg.

SUMMARY OF DAMAGE REPAIRS:—

	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed	<u>26</u>	<u>6 (part)</u>		<u>3</u>				<u>Please see report</u>
Removed and Faired or Repaired	<u>9</u>	<u>28</u>						
Faired or Repaired in place	<u>7</u>	<u>119</u>		<u>4</u>				

PRESENT CONDITION OF THE

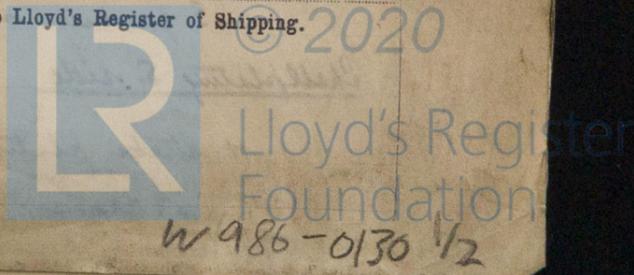
	Good	Not Good
Condition of Decks	<u>Good</u>	
Paints	<u>Good</u>	
Rivets & Fastenings	<u>Good</u>	
Plating	<u>Good</u>	
Windlass	<u>Good</u>	
Have pumps been examined and found efficient?	<u>Good</u>	
Have Sluice Valves been examined and found efficient?	<u>Good</u>	
Have Watertight Doors been examined and found efficient?	<u>See Report</u>	
Have Ventilators and their Coamings been examined and found efficient?	<u>Good</u>	
Air and Sounding Pipes	<u>Good</u>	
Doubling Plates under Sounding Pipes	<u>Good</u>	
Engine Room Skylights	<u>Good</u>	
Coal Bunkers, Openings, Covers, &c.	<u>Good</u>	
Oil Bunkers	<u>Good</u>	
Scuppers	<u>Good</u>	
Cargo Hatchways	<u>Good</u>	
Hatches	<u>Good</u>	
Planking	<u>Good</u>	
Caulking	<u>Good</u>	
Treenails	<u>Good</u>	
Breasthooks & Stemson	<u>Good</u>	
Transoms, Pointers & Crutches	<u>Good</u>	
Timbers of Frame at openings	<u>Good</u>	
" " at other places	<u>Good</u>	
Stringers, Clamps & Shelves	<u>Good</u>	
Salting (State if examined.)	<u>Good</u>	
Copper, or I.M. (State if on Felt.)	<u>Good</u>	
When fitted, Month	<u>Good</u>	
Year	<u>Good</u>	
Boats	<u>Good</u>	
Masts, Yards, &c.	<u>Good</u>	
Condition, how ascertained (State if wedges removed)	<u>from deck</u>	
Equipment letter	<u>Good</u>	
Anchors, No. of	<u>33 15</u>	
Cables (State if now ranged)	<u>Good</u>	
" length (on board) mean diam.	<u>Good</u>	
" Rule length size	<u>Good</u>	
Chain Locker	<u>Good</u>	
Hawsers & Warps	<u>Good</u>	
Standing and Running Rigging	<u>Good</u>	
Sails	<u>Good</u>	

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 good condition & eligible in my opinion to remain as classed with fresh record of survey 3-40

	£	
Survey Fee (per Section 29)		Fees applied for, <u>29th March 1940</u>
Special Damage or Repair Fee (if any) (per Sec. 29)	<u>Damage No 12 00 00</u>	Received by me, <u>19</u>
Printing Expenses (if chargeable)	<u>10 50</u>	
Surveyor's Fee (if any)	<u>65 00</u>	

H.B. Lijun S. Townsend
 Surveyor to Lloyd's Register of Shipping.

Committee's Minute
 Character Assigned 100A1
3-40
Carry petroleum in bulk



Damage repairs now effected.

No. 1 Shell plating S. side

- C stoke, plate no. 2 renewed
- C " " " 3 removed, faired & replaid.
- D " " " 4,5,6 & 7 removed, faired & replaid.
- D " " " 8,9 & 12 faired in place.
- E " " " 4,5 & 6 renewed.
- E " " " 2,3,7 & 8 removed, faired & replaid.
- E " " " 9 & 10 faired in place.

6 frames in way cropped & part renewed.

28 " " " cropped, removed, faired & replaid.

27 " " " faired in place.

(For cropping of frames, please see attached sketch)

2 side girder to frame brackets renewed.

3 " " " faired in place.

Side girder faired in place as found necessary.

1 transverse bulkhead bracket renewed.

1 " " " faired in place.

1 " " " stiffener cropped & part renewed.

1 " " " faired in place.

2 " " " plates cropped & part renewed.

1 " " " faired in place.

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

ANCHORS.

Number of Certificate.	Anchors.*	WEIGHT EX. STOCK.			WEIGHT OF STOCK.			TEST PER CERTIFICATE.			WEIGHT REQUIRED BY RULE.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		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.

Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.				Length and size per Rule.		Description.	Makers of Cables.	When and where tested and Superintendent.	
	Length.	Diam.	Stays.	Breaking.	Supplied.		Per Rule.		Length.	Diam.				
					Fathoms.	Inch.	Tons.	Tons.						Cwts.

6 boundary bars to transverse bulkheads cropped & part renewed.

No. 2

The following damage was found:-

Shell plating P. side

H stoke plates 1,2,3 & 4, I stoke 1,2,3,4,5,6 & 7 indented, 45 frames in way set in.

Shell plating S. side

H stoke plates 1,2,3 & 4, I stoke plates 1,2,3,4,5,6 & 7 indented 47 frames in way set in.

Hull of the M.S. 'JANUS'.

I stoke, plate no. 7 on P.S. sides were faired in place, as also were the pre-mentioned frames (45 P. & 47 S.).

The Owners have renewed the following plates, (the new plates being of increased thickness) and fitted intermediate frames as shown on the attached plan.

Port & Starboard

H stoke plates no. 1, 2, 3 & 4.

I stoke plates no. 1, 2, 3, 4, 5 & 6.

After welding the butt of I 6 & 56 to I 7 on the P side (X X on plan), the plates I 7 & 56 fastened as indicated in red on the plan.

These two plates were cropped and a new plate intermediate in thickness between I 6 & 7 was fitted (indicated in black on the plan).

A similar course was adopted on the S. side.

On completion of the repairs, all cargo tanks, the forward cofferdam, P.S. deep tanks, Fore peak tank, P.S. oil fuel bunkers & oil fuel & lubricating oil D.B. tanks in the engine room were tested & found tight.

No. 3

Watertight doors to poop front, P.S. and bridge front S. faired & repaired as found necessary, afterwards hose tested & found tight.

At the Owners' request, part of the survey was carried out on Sunday 17th March from 1 pm to 3 pm and on Tuesday 19th March from 9.30 pm to 12 midnight

Docking

Bottom, stemframe & rudder cleaned, examined & coated. Bowdler & steering gear examined as far as practicable.