

COPY.

Lloyd's Register of Shipping.

71, Fenchurch Street, E.C.3.

6th April, 1951.

Dear Sir,

I beg to acquaint you that following a visit to this Office of Messrs. Lee, Knowles and Sedgwick in connection with the case of the Motor Tanker "JANKO" the Committee today considered a full report of the discussions as reported to them by the Chief Surveyor's Staff who interviewed your Representatives.

Dealing firstly as to whether the Committee would be prepared to class the ship if rebuilt to original scantlings, the Committee consider that as the "JANKO" has already failed twice it is only prudent that they should incorporate certain improvements in the rebuilding and accordingly they have ruled that the recommendations made in my letter of the 16th March to the Owners' Representative, a copy of which was sent to Mr. Sedgwick at Cardiff, will constitute a condition of class maintenance.

As regards the suggestions made for certain renewals to be effected with special quality steel, the following comment is offered:-

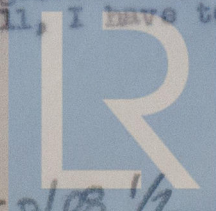
If Special Quality steel in accordance with Section 7 of the Rules for Quality and Testing of Materials is used, the renewals may be made of the following scantlings -

Hatch strakes and upper deck - $18\frac{1}{2}$ m/m

Stringer - $23\frac{1}{2}$ m/m

Bilge strake - $21\frac{1}{2}$ m/m

In respect of the suggestion regarding scarphing of the side and bottom shell, I have to say that



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The scarphing of the side and bottom shell could be

Mr. W. E. Lee, Mr. J. Knowles, and Mr. S. Sedgwick,
representing the Salvage Association, called at this office
to discuss certain matters arising from the Secretary's letter
of March regarding the recommendations made at Plymouth
to the Surveyors. They said the recommendations made in
their places the Salvage Association in some difficulty.
Their contract was to renew the ship to the original
specification. These recommendations - 2 - involved an increase in
weight of about 80 tons, which would reduce the carrying
capacity of the ship by about £1,000 per year, and might
affect the stability. The Owners, in their opinion, might
this could be effected in the tank forward of Frame 69,
provided the tests now being made on steel removed from
the ship in way of the fracture show that the remaining
material is of satisfactory quality. A plan should be
submitted showing the proposals for scarping

Yours faithfully,

Copy sent S. Sedgwick
Clerk to the
Classification Committee.

W.E.L.

The Secretary,
Salvage Association,
Lloyd's Building,
LONDON, E.C.3.

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The scarping of the side and bottom shell could be
effected in the tank forward of Frame 69, provided the