

Motor Tanker "JANKO"

Mr. W. E. Lee, Mr. G. Knowles, and Mr. S. Sedgwick, representing the Salvage Association, called at this office to discuss certain matters arising from the Secretary's letter of 15th March regarding the recommendations made at Falmouth by the Surveyors. They said the recommendations made in the letter places the Salvage Association in some difficulty, as their contract was to renew the ship to the original scantlings. These recommendations involved an increase in the weight of about 80 tons, which would reduce the earning capacity of the ship by about £1,000 per year, and might affect the stability. The Owners, in their opinion, might be expected to accept the ship with these disabilities. They said, therefore, that the following question should be answered -

Would the Committee be prepared to class the ship as rebuilt to original scantlings, or would the recommendations be confirmed by the Committee, and thus made obligatory if the ship was to be maintained?

They made certain suggestions which will be dealt with later.

On the main question, the following observations were made.

The scantlings of the ship as originally approved were in accordance with the Committee's practice for ships of this class. There is now evidence to show that in certain conditions of loading which cannot be characterised as improper, but which are capable of improvement, casualties have occurred on ships of the type in heavy weather. It is evident, therefore, that it would be prudent to make certain improvements to the JANKO which has already failed twice.

It is therefore considered that the recommendations in the Secretary's letter of 16th March should be a reclassification of class.

Other points raised were -

Could the hatch strakes, stringer and bilge strake, which have been recommended to be renewed of increased thickness be made of Special Quality steel so that the weight of the additions would be reduced thereby?

When renewing the structure forward of Frame 69, could the scarphing of the side and bottom shell be made forward of Frame 69?

The following comments are offered on the suggestions.

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

The scarphing of the side and bottom shell could be effected in the tank forward of Frame 69, provided the tests now being made on steel removed from the ship

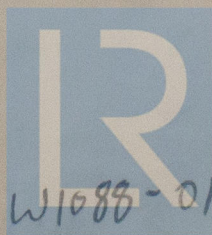
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in way of the fracture show that the remaining material is of satisfactory quality. A plan should be submitted showing the proposals for scarphing.

J. M. M.

2nd April, 1951

J. P. 2/4/51 Y. B.



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FRI. 6 APR 1951

Submission
approved

J.S.

Write SA. :-
& copy down :-

TUES. 8 MAY 1951

Record Broken in two-
after portion not
in part

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