

Motor Vessel "J A N K O"

The facts of this case and the remarks contained in the endorsement dated 15th instant were reported to the Classing Committee on Friday last, the 16th instant. At their request the Chief Ship Surveyor was asked to attend the Meeting and after a fuller explanation of the circumstances he was asked by one of the Members, Sir George Christopher, whether, if the renewals and stiffening now proposed were satisfactorily carried out, he could give the Committee an assurance that there would be no further casualty.

In reply Mr. Shephard informed the Committee that whilst he considered the renewals and strengthening to be adequate he could not give such positive assurance, the more especially as he and his Staff were now leaning towards the view that for these older Tankers the conditions of loading were a most important factor in lessening the risk of fractures.

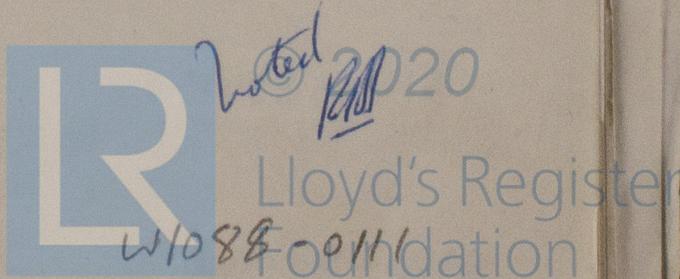
Their findings, which had led them to support this view, were now being formulated and the Deputy Chairman had ~~agreed~~ that they should be circulated amongst Tanker Owners through the medium of the Principal or Senior Surveyors at the Tanker-owning ports.

The Classing Committee discussed the implications of this procedure at some length and agreed by a majority vote that as the whole question was a technical one, they should leave it entirely in the hands of the Chief Ship Surveyor and his Staff. Accordingly the minute recorded was "Reported" and not "Submission approved".

W.S.H.

R.S.H.

20th March 1951.



doubling to be fitted.

(4) Bilge strake to be renewed 25 m/m thick, or 15 m/m