

## LLOYD'S REGISTER OF SHIPPING.

OFICINA PRINCIPAL FENCHURCH STREET, 71, LONDRES, E.C3.

Ibáñez de Bilbao, 22

Apartado, 286

Bilbao, 5th March, 1951.

Dear Sir,

In accordance with the instructions contained in your cablegram of the 2nd ultimo, received on the 5th, I proceed to Vigo on the 7th ultimo, with the view of carrying out an examination of the after portion of the tanker "JANKO" which had been towed into that port by the salvage tug "BUSTLER".

I had already planned to visit the ports in Galicia and Asturias to introduce Mr. Dixon in the various shipyards in the district and he, therefore, accompanied me. The journey was made by road.

On arrival at Vigo we visited Lloyd's Agents and were introduced to Mr. Anderson who was investigating the case of the "JANKO" on behalf of the Salvage Association.

We were unable to reach the "JANKO" until the second day after our arrival at Vigo on account of weather conditions. It had been impossible to moor the wreck and it was not allowed alongside and was, therefore, still in tow by the tug.

It was found that vessel had broken a few feet forward of the bulkhead between Nos. 3 and 4 tanks (numbering of tanks from aft). The tug Master stated that when he took charge of this after portion of the vessel, efforts were being made by a number of trawlers to take the forward portion in tow, but the efforts failed and, when last seen, the stem was well out of water, the fore mast being almost horizontal. Wreckage of the forward end now lies on a beach in the North of Portugal, keel upwards, and shows that a further break had occurred, the midship portion being missing.

When the after portion of the "JANKO" reached Vigo it was stated that Nos. 2 and 3 centre cargo tanks, still intact, carried gas-oil which has now been discharged. No. 1 tank carried fuel-oil and this remains in the tank.

Lloyd's Register  
Foundation

W1088 - 0122 1/2

W1088 - 0122 2/2

W1088 - 0125 4/7

P.T.O.

It was not possible to examine any of the tanks internally.

There was a freeboard of about 4'-0", in view of the break and the condition of the deck plating and sheerstrake only could be ascertained. There was no sign of any excessive wastage in these parts as will be evident from the gauged thicknesses of plating shown on the accompanying sketch. The two strakes of deck plating over the longitudinal bulkheads were doubled back aft over the deck. The three centre strakes had a straight fracture and outboard strakes were doubled downwards edges being under water. The fractured edges were examined as far as possible, the type of the fracture being as shown on accompanying sketch.

As none of the Officers or Crew were brought to Vigo, it was not possible to get information regarding the disposition of the loading of the vessel.

According to the tug Master, weather conditions at the time of the casualty were extremely bad and high seas were running. His records of air and water temperatures are:-

Air temperatures	{	January 27th:-	57°
	"	28th:-	59° A.M.
	"	28th:-	60° P.M.
Sea temperature on	"	28th:-	65°.

Photographs showing details of the fracture are enclosed.

It was decided by Messrs. Industries (Salvage) Ltd., Managers of the tug "BUSTLER", that this portion of the "JANKO" should be towed to Falmouth and we are informed that the tow began on the 27th ultimo. It will thus be possible now to make fuller investigations of the matter and under more favourable conditions than existed at Vigo.

Yours faithfully,

*K. J. Peck*

The Secretary,  
LONDON.



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W1088-0122 2/2

W1088-0125 1/2

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