

## REPORT OF SURVEY FOR REPAIRS, &amp;c.

Date of writing Report 19 When handed in at Local Office 19 Port of LOS ANGELES HARBOR, CALIFORNIA  
No. in Reg. Book. Survey held at LOS ANGELES HARBOR, CALIF. Date, First Survey and Last Survey July 17 19 47  
(No. of Visits one)

28920 on the Wood, Iron or Steel S.S. "MARKAY"

TONNAGE:— Built at Chester, Pa. By whom Sun S.B. & Dry Dock Co. YEAR. MONTH.  
GROSS 10342 Owners. Keystone Tankship Corp. When 1942 9  
UNDER DK. — Managers. Owners' Address.  
NET 6087 (if not already recorded in Appendix to Register Book).

Surveyed Afloat or in Dry Dock? Partially submerged Name of Dock Berth 168, Destined Voyage Martinez, Cal.  
Cell DBor DBa feet; uE&B feet; f feet  
total capacity tons. FPT tons; APT tons; MT feet tons.

Only alterations in the existing records of tanks should be inserted.

N.B.—All alterations in the existing records should be underlined.

Last Report, No. 3404. Port L.A.

(Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules and items remaining to complete the Surveys should be summarised. State clearly 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 respecting this case.

In 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. See Report

L.A.N.A/c#1810 dated June 30, 1947.

Was a damage report made by anyone else? if so, by whom?

REPAIRS, OR EXAMINATION AS PER RULE, FOR Damage stated sustained by explosion and fire, while loading Oil Cargo at the Shell Oil Dock, Berth 168, Wilmington, California, about 2:06 a.m. June 22, 1947.

Cause of Explosion unknown.

Bow and Stern out of water. Midship section under water except bridge house. Exposed decks, hull and accommodations above water completely gutted out, plating buckled and burned. Midship House and Bridge collapsed and plating broken, buckled and a mass of burned plates & fittings. Poop accommodation, Engine and Boiler casings and hull above water line badly buckled and burned. Forecastle, spaces in way and hull plating badly buckled and burned.

No. 3 Cargo Tank and No. 7 Cargo Tank, tops blown up by explosion, part folded back on deck and part missing. Engine room and equipment partially burned and damaged by water. The vessel has been declared a total loss and abandoned to the U.S. Army Engineers for salvage and disposal of same.

## SUMMARY OF DAMAGE REPAIRS:—

	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed								
Removed and Faired or Repaired								
Faired or Repaired in place								

## PRESENT CONDITION OF THE

Decks	Bulkheads	Engine Room Skylights	Copper, or Y.M. (State if on Fell.)
Caulking of Decks	Ceiling	Coal Bunkers, Openings, Covers, &c.	When fitted, Month Year
Coamings	Cement or Asphalt	Oil Bunkers	Boats
Beams & Fastenings	Bulldozer	Scuppers	Masts, Yards, &c.
Outside Plating	Steering Gear and its connections	Cargo Hatchways	Condition, how ascertained (State if wedges removed.)
" " in way of sidelights	Windlass	Hatches	Equipment letter
Frames	Have pumps been examined and found efficient?	Planking	Anchors, No. of
Reverse Frames	Have Sluice Valves been examined and found efficient?	Caulking	Cables (State if now ranged)
Longitudinals	Have Watertight Doors been examined and found efficient?	Treenails	" length mean diamr. (on board)
Transverses	Have Ventilators and their Coamings been examined and found efficient?	Breasthooks & Stems	" Rule length size
Floors	Air and Sounding Pipes	Transoms, Pointers & Crutches	Chin Locker
Keelsons	Doubling Plates under Sounding Pipes	Timbers of Frame at openings	Hawser & Warps
Stringers		" " at other places	Standing and Running Rigging
Inner Bottom Plating		Stringers, Clamps & Shelves	Sails
Have the Tanks been examined internally?		Salting (State if examined.)	
Have the Tanks been tested?			

## General Observations, Opinion as to Class, Recommendation, &amp;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 Report issued for the information of the Committee.

Survey Fee (per Section 29)	No charge	Fees applied for,
Special Damage or Repair Fee (if any) (per Sec. 29)	£	19
Travelling Expenses (if chargeable)	£	Received by me,
Second Surveyor's Fee (if any)	£	19

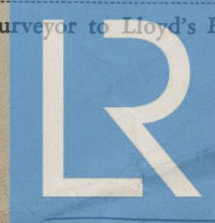
Committee's Minute

Character Assigned

NEW YORK AUG 6 - 1947

Transmit to London

Surveyor to Lloyd's Register of Shipping



Lloyd's Register Foundation