

TELEGRAMS: REGISTER, CARDIFF.

TELEPHONE: 7553 & 7554 CARDIFF.



Lloyd's Register of Shipping,

Empire House, Mount Stuart Square,

Cardiff, 11th. April 1944.

12 APR 1944
 20.4.44
 KINGHAM

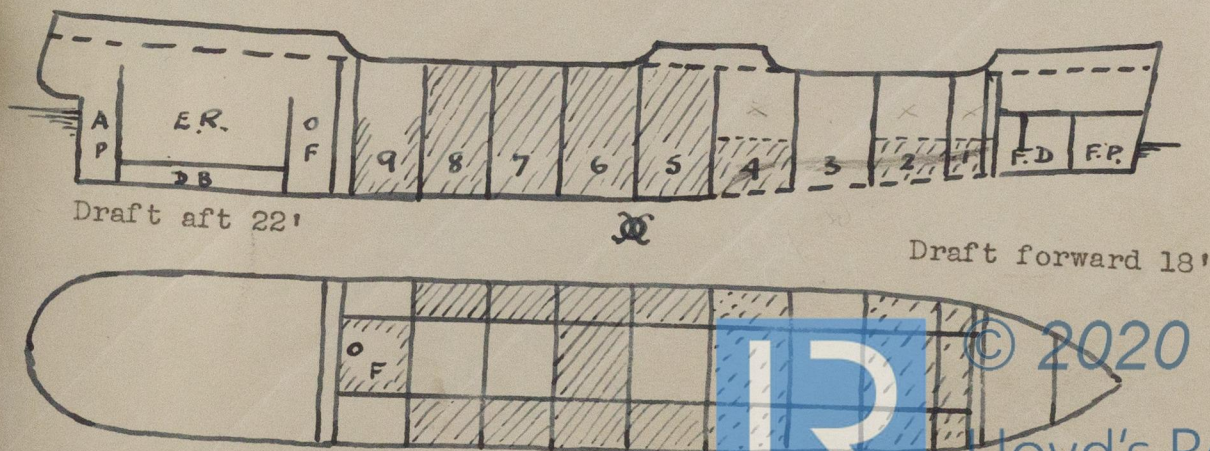
Reference

Dear Sir,

Tanker "MARKAY".

Mr. Reid and I were pleased to note from your letter of 4th. ult. that our efforts to afford satisfaction to the Owners and incidentally to the Society had been remarked upon by Mr. Finnigan and the Chairman.

I am now able to affirm that the scope of temporary repair which I initiated, namely a 25 per cent. restoration of lost material as opposed to the British Corporation desire for 80 per cent. will be satisfactory. An extensive series of strength calculations have been carried out in order to ascertain what cover I had in that 25 per cent. and some rather interesting points have emerged chiefly in relation to the use of compressed air for flotation purposes in a case like this - in brief this means that it is highly disadvantageous to put more tanks on compressed air than is required to provide the necessary amount of forward buoyancy; putting all forward tanks on compressed air would, for the standard wave condition at sea, produce stresses of the order of 14 to 16 tons per sq. inch whereas by opening certain forward tanks to the sea (corresponding in some degree to ballasting these tanks) the stresses will be reduced to 5 tons per sq. inch tensile and compressive (range of stress 10 tons) and the shear stress negligible; the ballast condition agreed by Mr. Finnigan and the Captain is therefore as indicated:-



Draft aft 22'

Draft forward 18'



© 2020

Lloyd's Register Foundation

W996-0111

ature and fitt.

affected on arrival at a U.S.A. port, being fit to proceed in ballast (at draughts ...)

-2-

I should add that all cargo tank hatch covers will be screwed down tight but for tanks 1, 2 and 4 and the forward cofferdam, the 9 inch inspection covers will be hinged back thus permitting the sea to find its own level in these tanks and only if the vessel on passage sustains further damage affecting the existing forward buoyancy spaces - Fore peak, Fore Deep or No.3 Cargo tank - need the 9 inch inspection covers be closed on No.1,2, 4 or forward cofferdam and compressed air inserted.

I have requested Mr. Reid to place all calculations and diagrams in a presentable form, to retain photos and sketches and generally to write up the case with a view to his presenting it as a Paper before one of the Technical Societies, if the Committee are agreeable to this course. I would of course give him any necessary assistance and the Paper would as usual be submitted for scrutiny.

I am, Dear Sir,
 Yours faithfully,

B. H. Stocks

The Secretary,
 WOKINGHAM.



© 2020

Lloyd's Register
 Foundation

5

12 APR 1944

Re
Mr. Wm. Thomson for comment
Submitted Mr. Stocks be requested
to forward copies of the diagrams & calculations
referred to in his letter.
W.S.
20.4.44



© 2020

Lloyd's Register
Foundation