

TELEGRAMS: REGISTERED, CARDIFF.

TELEPHONE: 7553 & 7554 CARDIFF.



Lloyd's Register of Shipping.

Empire House, Mount Stuart Square,

Cardiff, 8th. January 1944.

RECEIVED
10 JAN 1944

And.....

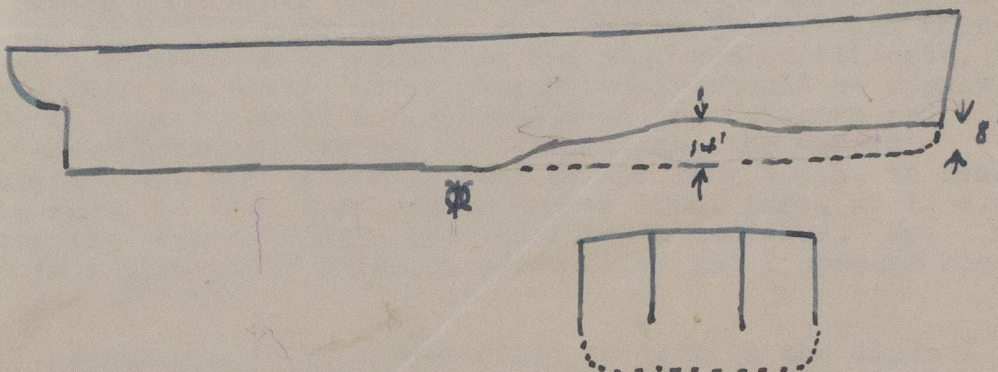
Dear Sir,

Tanker "MARKAY".

The above heavily damaged vessel now in Palmers Dry Dock, Swansea, has been the subject of special correspondence, a brief history of the case is as follows:-

The cargo of oil from U.S.A. was delivered at Iceland and she then proceeded to this Country with a deck cargo but ran on the rocks at Skye whilst travelling at $16\frac{1}{2}$ knots and laid open to the sea all tanks forward of amidships. Under compressed air (3 lbs. pressure) on these tanks she proceeded at about 10 knots to the Clyde where Mr. Akester joined in a survey, afloat, with all interested parties and through absence of suitable dry-docking facilities there, she was granted an Interim Certificate to proceed to other U.K. port for examination in dry-dock.

Only when she was entered in dry-dock, Swansea, was it found that the whole lower portion of bottom forward of amidship had been entirely ripped off and she presented some difficulty to get the forward half properly shored up coincident with pumping out the dry-dock:-



May Having regard for certain war contingencies the vessel ~~may~~ not be retained in Swansea dry-dock except to build stools on to the damaged structure forward so that she can be re-dry-docked elsewhere without the special difficulties presented at this dry-docking.

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sel, in our opinion, is eligible to continue as now classed, without fresh record of to permanent repairs to forward bottom, side shell, internal structure and fittings

Capacity

tons. FPT

feet; uE&B
tons. APT

feet; f
tons. MT

feet

Particulars of Classification (which Register Book & Su

-2-

Initially the idea was to carry out permanent repairs at Cardiff but the insistence by the Owners to adhere strictly to the special weld construction and the hindrance this large repair would be for other work proceeding at Cardiff may render it necessary to take her to another port in U.K. but the Owners would prefer her to be returned to the Builders in U.S.A. where repair it is stated could be effected in half the time and the vessel returned into vital service some 2 to 3 months earlier than otherwise.

The proposal then is that temporary repair only be now effected and since that may be done at Cardiff I was obliged to state what we would require for a ballast voyage to U.S.A. with drafts about 20 feet forward and aft. I have attended all surveys and conferences at Swansea and Cardiff with other interested parties - Owners, Underwriters (U.S.A. & British), American Bureau, B.C, Ministry and others and we would be the authority required to issue the necessary certificate for the voyage.

I advised that it would be necessary for sufficient longitudinal strength to be provided in the forward body and this would entail at least 25 per cent of the sectional area of the destroyed longitudinal material (shell, longitudinals and longitudinal bulkheads, & centre girder) being restored in the form of substantial girders attached to the present lower edges of shell plating, longitudinals and bulkheads and a centre girder provided, the skeleton open bottom thus formed being suitably cross tied at and between the transverse bulkheads and tapered down into the normal line of bottom amidships so as to avoid abrupt change of section; also the side shell in way of damage to be temporarily plated down to a sufficiently low level as will ensure that the compressed air in the forward tanks is not unduly spilled by rolling and pitching; also the bottom of Fore Deep tank and Fore Peak tank to be plated over so as to provide additional forward buoyancy.

It is estimated that this temporary repair would run to some 180 to 200 tons of material and probably occupy 6 to 8 weeks.

Having regard for the fact that temporary repair may be carried out at a U.K. port outside the Bristol Channel and therefore outside my jurisdiction to supervise and sign the certificate, it is desired that the nature of temporary repair should be approved in London so that it would be applicable at any U.K. port and I have therefore arranged for Mr. R. P. Finnigan, the Owners' Representative who has specially come by air from U.S.A. to deal with this case, to call upon you on Monday 10th. inst. at 11 a.m. to discuss the case and learn the Committee's decision. Mr. Finnigan is a pleasantly decisive personality and I commend him to your good offices.

Personally I would be satisfied to work on the lines I have indicated, particularly having regard for the fact that subsequent to the casualty she has steamed some 900 miles at about 10 knots under moderate weather conditions without visible sign of



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ct to permanent repairs to forward bottom, side shell, internal structure and fittin

Referred to the Chief Ship Surveyor.

P.B.C.

20 JAN 1944

Also for Mr. Sladden to note

Urgent.

Jan



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strain outside the obvious rock damage.

Mr. Finnigan will be bringing all his drawings and information on the case and I have requested Swansea Surveyors to send to you to-day all deferred reports, correspondence and plans together with measurements which I requested should be taken. I have not yet received my copies of photos but a set should now be in possession of the Salvage Association, London.

I am, Dear Sir,

Yours faithfully,

C. H. Hicks

The Secretary,

LONDON.



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