

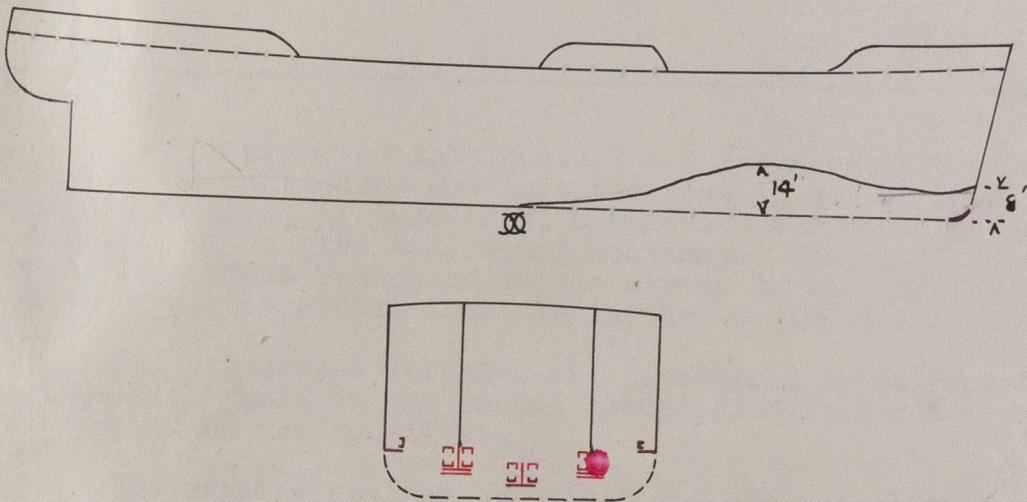
Tanker "M A R K A Y"

Dimensions 503 x 68 x 37

As already set forth in previous statements this vessel in the course of a voyage from the U.S.A. to this country ran on the rocks at Skye with the result that all the tanks forward of midships were laid open to the sea. Under compressed air on these tanks the vessel proceeded to the Clyde where she was granted an Interim Certificate to proceed to another U.K. port for examination in dry dock.

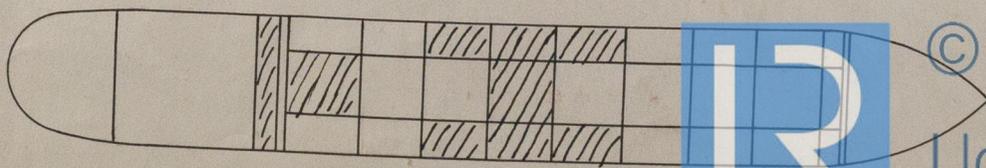
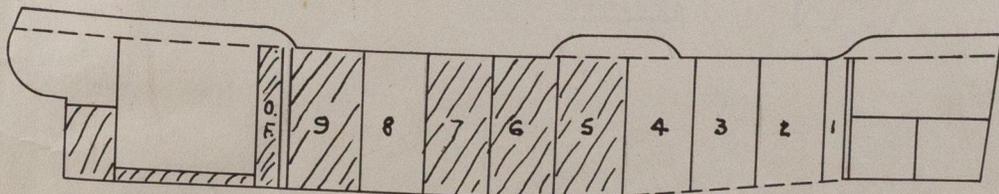
On examination at Swansea it was found that the whole lower portion of the bottom forward of midships had been entirely ripped off.

The question of effecting temporary repairs to enable the vessel to proceed to the U.S.A. was discussed in this office by the Owners and Dr. Montgomerie when it was decided that repairs to the bottom as indicated in red in the sketch would be satisfactory for this purpose.



The bottom of the fore peak tank and of the deep tank forward were plated in, as was also the bottom of No.4 tank starboard.

For the voyage the vessel will be loaded as shown below, the estimated draughts being 18' forward and 22' aft.



Mr. Reed, of the Swansea Staff, has made a series of calculations to determine the stress on the vessel in way of the damaged compartments and a visit was paid to Swansea, by the undersigned, accompanied by Mr. Stocks of Cardiff, with a view to examine Mr. Reed's calculations.

These have been based on the ordinary assumed condition of the vessel being poised on either the crest or the hollow of a wave with the following results:- TONS/IN²

		<u>Hogging.</u>	<u>Sagging.</u>
<u>Normal vessel, fully loaded.</u>	<u>Bottom</u>	:: - 2.8 ::	+ 8.0
<u>Vessel as repaired, loaded as proposed.</u>	<u>Deck.</u>	:: + 2.6 ::	- 7.5
		:: ::	
Aft end of No.4 tank	<u>Bottom</u>	:: - 4.0 ::	+ 3.0
Fore " " "		:: - 4.1 ::	+ 4.4
Middle of No.3 tank		:: - 4.0 ::	+ 4.8
		:: ::	
		:: ::	

It is proposed that Nos.1,2 & 4 tanks be left open at the deck to the atmosphere but that the deck in way of No.3 tank be sealed so that, if necessary, compressed air could be used in this compartment to give additional buoyancy. This will result structurally in a small reduction in the stress in the hogging condition and a corresponding increase in the sagging condition.

The calculated stresses are considered to be reasonable in comparison with those in the normal loaded condition and such as could be accepted by the Committee.

The repairs are now completed and the vessel will proceed to the U.S.A. in slow convoy by the Southern route.

It is submitted Mr. Reed be thanked for the work he has done and informed in reply to the enquiry in the Cardiff letter of 11th April that, subject to the usual conditions, including in this case the consent of the Owners, there would not appear to be any objections to his presenting a paper on this case to one of the Technical Societies.

8.5.44.

W.J.



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Lloyd's Register Foundation

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