

# REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 11-5-1944 When handed in at Local Office 17-5-1944 Port of Swansea.

No. in Reg. Book 29042. Survey held at Swansea. Date, First Survey 30-12-43 Last Survey 9-5-44. 19 (No. of Visits 88)

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

TONNAGE:- Built at Chester, Pa. By whom Sun S.B. & Dry Dock Co. When 1942. 9.

GROSS 10342. Owners Keystone Tankship Corp. Owners' Address (if not already recorded in Appendix to Register Book).

UNDER DE. - Managers - Port belonging to Wilmington, Del.

NET 6067.

Surveyed Afloat or in Dry Dock? Both. Name of Dock Palmers' Drydock. Destined Voyage To a U.S.A. port.

Cell DBor DBa feet; uE&B feet; f feet } Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

total capacity tons. FPT tons; APT tons; MT feet tons. }  
N.B.—All alterations in the existing records should be underlined.

Last Report, No. 22494 Port Gnk.

CHARACTER. \* for Special Survey. Date of last Survey and of Periodical Surveys. Machinery and Boiler Surveys (including date of N.B., if any).  
+100A1. 7,43. +LMC.9,42. CL.  
Carrying Petroleum in bulk. Fitted for oil fuel 9,42.F.P. above 150° F.

Has a Survey also been held on the Machinery of the Ship? To follow. If so, is the Report sent here, or when will it be sent?  
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 to Owners' Super-

intendent. Copy herewith together with copy of Interim Certificate now issued. Was a damage report made by anyone else? if so, by whom? Underwriters' Surveyor.

REPAIRS, OR EXAMINATION AS PER RULE, FOR INTERIM CERTIFICATE on account of DAMAGE stated due to:-

1. Running aground off the North Coast of Skye on 15th November, 1943.
2. Drydocking in damaged condition at Swansea during the last week of December, 1943.
3. Grounding at the entrance to the Chesapeake and Delaware Canal on the 27th September, 1943.
4. Causes unknown.

### DAMAGE 1.

Vessel placed in drydock and suitably shored. On examination the following damage was found:-  
The bottom shell plating and bottom longitudinals torn off from the stem to the aft end of No. 3 wing tank starboard side, and to the aft end of No. 4 tank on the port side. In way of No. 4 centre tank the tearing extended across from the starboard forward end to the port aft end. Shell plating buckled and pierced at forward end of No. 4 wing tank starboard and at the bilge in No. 5

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		For temporary repairs:-		See Report, blue-prints and photographs.	
Decks	Good.	Bulkheads	See Report.	Engine Room Skylights	Good.
Caulking of Decks	"	Ceiling	-	Coal Bunkers, Openings, Covers, &c.	-
Coamings	"	Cement or Asphalt	-	Oil Bunkers	Good.
Beams & Fastenings	"	Rudder	Good.	Scuppers	-
Outside Plating	See Report	Steering gear and its connections	"	Cargo Hatchways	Fore Hold Good.
" " in way of sidelights	Not exd.	Windlass	"	Hatches	-
Frames	See Report	Have pumps been examined and found efficient?	See Report.	Planking	/
Reverse Frames	" "	Have Sluice Valves been examined and found efficient?	-	Caulking	/
Longitudinals	" "	Have Watertight Doors been examined and found efficient?	-	Treenails	/
Transverses	" "	Have Ventilators and their Coamings been examined and found efficient?	Yes.	Breasthooks & Stems	/
Floors	" "	Have the Tanks been examined internally?	See Rpt.	Transoms, Pointers & Crutches	/
Keelsons	" "	Have the Tanks been tested?	Rpt.	Timbers of Frame at openings	/
Stringers	" "	Doubling Plates under Sounding Pipes	-	" " at other places	/
Inner Bottom Plating	Not exd.			Stringers, Clamps & Shelves	/
Have the Tanks been examined internally	See Rpt.			Sanding	(State if examined.)
Have the Tanks been tested?	Rpt.				

### General Observations, Opinion as to Class, Recommendation, &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 vessel, in our opinion, is eligible to continue as now classed, without fresh record of survey, subject to permanent repairs to forward bottom, side shell, internal structure and fittings being effected on arrival at a U.S.A. port, being fit to proceed in ballast (at draughts approximately 18ft. forward and 22ft. aft). The vessel's class is also subject to permanent repairs to indented poop sheerstrake plate No. 2 (p.s.a.), stem plate in 2nd below sheer, sheerstrake and bulwark plate in way of No. 5 tank p.s. being effected at Owners' convenience.

Survey Fee (per Section 29)	Cardiff 122.10p. incl. fee.	Fees applied for,
Special Damage or Repair Fee (per Sec. 29)	Swansea 245.	19
Travelling Expenses (if chargeable)	Cardiff	Received by me,
Second Surveyor's Fee (if any)	Swansea	19

LICENCE CASE. Committee's Minute. Character Assigned. TUES. 13 JUN 1944. Defered repairs. B.H. Stocks and A. Reid. Surveyors to Lloyd's Register of Shipping.



Has a Survey also been held on the Machinery of the Ship? To follow. If so, is the Report sent here, or when will it be sent?

Is Certificate required? If so, to be sent to



s.s. "MARKAY".

TEMPORARY REPAIRS FOR DAMAGE 1. (Contd).

bottom rider plates instead of 24" x 1" were erected port and starboard on the line of the longitudinal bulkheads, i.e. 17' 6" from the centre line. On the port girder attachments were made to the new bottom forward and to the existing shell and bulkhead aft. The starboard girder was attached forward to the new bottom, and aft to the existing longitudinal bulkhead of No. 4 starboard wing tank and existing bottom shell plating of No. 4 centre tank. Existing parts of the longitudinal bulkheads were plated down and attached to the upper edge of the girders throughout their length. The lower edge of the girders sloped up from the base line at the aft end of No. 4 tank to 9ft. above the base at the forward end of the girders.

The existing shell plating, port and starboard, was plated down and girders, consisting of a 30" x  $\frac{3}{4}$ " plate and 12" channel, were attached to the lower edges by a double-riveted angles. Attachment was made to the new bottom forward and to existing undamaged longitudinals and shell at the aft end. Large brackets were fitted at the aft end to connect the new shell extension to the existing shell. These girders sloped up from about 7ft. above the base at the aft end to about 10ft. at the forward end and were stiffened by tripping brackets spaced about 6ft. apart.

Existing parts of all vertical webs on the shell and longitudinal bulkheads were extended down to the lower edges of the new girders.

The transverse bulkhead between No. 3 and 4 tanks was plated down to a line joining the lower edges of the girders, the bulkhead between No. 2 and 3 was plated down to the level of the upper edge of the centre line girder and these bulkheads and those forward were attached to the girders by brackets.

12" channels spaced about 12ft. apart were fitted transversely from port to starboard to tie all girders together.

No. 4 starboard tank and No. 5 port tank were made watertight by plates welded to the existing shell and by cement.

No. 4 starboard tank was fitted with a suction pipe led to existing lines; the forward pumproom, the fore deep tanks and the fore peak tank were fitted with suction pipes led to pump in the forward pumproom.

On completion of the repairs these tanks and No. 5 port tank were tested by water and found or made satisfactory. New suction arrangements tested and found satisfactory. After being floated the vessel was loaded with Fresh Water, Oil Fuel and ballast, etc. to draughts approx. 18ft. forward and 22ft. aft.

Docking stools to facilitate re-drydocking were fitted now where shown on the blue-prints.

DAMAGE NO. 2.

Found flat keel plates in way of No. 5, 6, 7, 8 and 9 tanks buckled and waved in way of keel blocks. No repairs effected at this time. The buckling and waving of the keel plate in way of the keel blocks was of a minor nature and the only damage noted in No. 5 tank was a small buckle near the lower end of two diaphragms on the vertical centre girder.

DAMAGE NO. 3.

Found No. 4 shell plate (from aft) in A and B strake (starboard) set in. No repairs effected at this time. To be dealt with when permanent repairs to Damage No. 1 are being effected or at first convenient opportunity.



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