

LLOYD'S REGISTER, ROTTERDAM

TELEPHONE No. 25355 (2 lines)

Lloyd's Register of Shipping,

RECEIVED

14 AUG 1947

P.O. Box 701, Westerkade 5b

ANSD.....

Rotterdam, 13th August 1947.....

Dear Sir,

s.s. "CHRYSSOULA" ex "BONDICAR"

be addressed to
MEYORS

I acknowledge receipt of your yesterday's telegram and in reply I called you to-day from Amsterdam as follows :
 "CHRYSSOULA EX BONDICAR I ATTENDED TODAY IN PRESENCE KUYT MEEUWISSE SUPERINTENDENT AND MASTER WHO IS PART OWNER STOP SUPER HANDED LETTER STATING OWNER'S DECISION TO CLASS WITH BC STOP HE STATED THAT 4 YEARS CERTIFICATE HAD ALWAYS BEEN AND IS TILL THEIR PURPOSE AND NEVER WAS PROPOSED SHORTER PERIOD STOP REASON WITHDRAWAL CLASS GIVEN IS KUYT AND MEEUWISSE 21 JULY NOT AGREEING TO REPAIR FRAMES FOREHOLD BY REVERSE FRAMES BUT AM SATISFIED MEEUWISSE 24 JULY RELUCTANTLY AGREED THIS PROPOSAL IN PRESENCE MASTER WHEN SUPER WAS IN BED STOP THIS ACCEPTANCE NOW STATED NOT REACHED SUPER OR OWNER STOP I HAVE EXAMINED FRAMES FOREHOLD AND AM OF OPINION MEEUWISSE RATHER GENEROUS IN ACCEPTING REVERSE FRAMES AS REPAIR TO FRAMES FOR PERIOD 4 YEARS STOP QUESTION REDUCTION RECOMMENDATION NO LONGER RELEVANT VESSEL ARRIVED HAARLEM MAY 18 FIRST VISIT MAY 21".

Letter received today from Superintendent Zachariades before conversation started runs as follows :

"I beg to inform you that after sending the list of repairs recommended by your Surveyor, to the Owner of the above ship, I received instructions to change the classification of the steamer into the B.C. Therefore I have to thank you most warmly for your services rendered to us up to now. Reassuring you again of my friendly feelings, I beg to remain, Dear Sirs, Yours sincerely, s. Geo.Zachariades".

Vessel is undergoing rather extensive repairs to hull and machinery, boilers are taken out and oil fuel burning installation is to be fitted.

Owners are greatly disappointed by the slow progress of repairs, by shortage of material and by the volume of repairs, first in U.K. and now here.

The Superintendent sent to the Owner a specification of Special Survey repairs recommended by us and of alterations planned, adding that he had proposed to repair frames in fore hold by means of reverse frames (not for economy and cost but in days of drydocking) but Mr. Kuyt and Mr. Meeuwisse on the 23rd July were not agreeing.

On July 24 Mr. Meeuwisse reluctantly accepted the proposal to fit reverse frames to frames in fore hold, reverse frames to be electrically welded to the shell, a proposal he had that day accepted for frames in after hold which are slightly better. That day the Superintendent was in bed and it now

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turns out that the Master either misunderstood Mr. Meeuwisse or failed to transmit his acceptance.

I have been able to satisfy myself that Mr. Meeuwisse had on the 24th July agreed to the proposal in question.

The Ship Repairers at the same moment made practical objections to reverse frames forward on account of bevel and distortion.

I have today examined the hold frames and would add one more objection, viz. that just above bilge brackets, several bulb angle frames are so much wasted that I would hardly know how to connect reverse frames to frames.

I have informed the Superintendent, Mr. Buyt and Mr. Meeuwisse that in my opinion Mr. Meeuwisse has been showing great understanding of the Owner's particular difficulties and had met them quite a way in this matter. For a duration of 4 years I think Mr. Meeuwisse's acceptance was rather generous.

It is rumoured that the B.V. Surveyor has agreed to cropping of frames in fore hold on the bilge brackets but I fail to see the advantages of such solution,

During our survey the shell plating was drilled above the light water line, involving recommendation for renewal of 20 plates. Amongst other things frames in engine room were found wasted above bilges, so in my opinion the riveting to the shell of new frames in the fore hold would not be a major item and as an argument for withdrawal of our class rather far fetched, but suitable for the purpose, i.e. try an other classification bureau.

It has been agreed with Superintendent that a suitable fee will be charged for the services rendered.

Yours faithfully,

J. van der Neel

The Secretary,
LONDON.



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