

LLOYD'S REGISTER OF SHIPPING

BALTIMORE, MD.

23rd September 1946

The Principal Surveyor
New York, New York

Dear Sir:

M.S. "KATENDRECHT"

In accordance with the intimation in the copy of your letter of August 19th, 1946 to Mr. Stewart at Jacksonville, I preceded there last week and joined him in the survey of the above named tanker.

This vessel has been bought by the Olsen Marine Construction Co. of Jacksonville, a smallish boat building and repair company and it was their intention to carry out repairs only necessary to get a certificate and then offer the vessel for sale. The vessel is too big even to lie afloat at their plant and is now moored down the river at a timber wharf where they intended doing the repairs afloat and afterwards give the drydocking work to Merrill Stevens at that port. Time apparently is no object, and he has now a few men on board scraping and painting part of the deck work and reassembling the machinery.

Although the specification sent Mr. Stewart, second last paragraph page 1, states "all test holes were calibrated, put into print and submitted to Mr. Bennett", Mr. Stewart did not have a record of all the shell plate drillings. He, however, had all the shell plates above the water line drilled at this time. All the deck plates, bulkheads and internals had previously been drilled, and these were calibrated at this time.

The result of my survey so far done at this time would indicate that:-

Practically all upper deck plating to be renewed

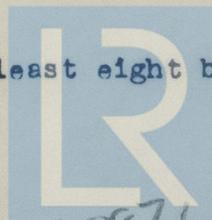
Practically all exposed deck plating on poop, bridge and forecastle decks to be renewed.

Practically all O.T. bulkheads (transverse and centre line) to be renewed.

Practically 75% of all internals (excluding shell framing) to be renewed.

The summer tank deck plating, much of which is not there at all, to be renewed.

From the specification, at least eight bottom shell plates to be renewed.



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Mr. Olsen accompanied us in one of the main cargo tanks and checked with us the considerable wastage in the various members, and was considerably surprised.

Before leaving Jacksonville, we interviewed Mr. Olsen and outlined all the items of Special Survey which the vessel would require to undergo, also verbally told him the amount of repairs which would be necessary in order to get a certificate. None of the peak nor the double bottom tanks was opened for internal examination. In view of all this necessary expense, he then decided to discontinue any further work on the hull, but would continue reassembling the machinery. He stated further that an offer was still open from another party to buy the vessel "as is where is" and that he would communicate with us whether this deal would materialize and the matter was left open at that.

He was further of the opinion that if he so desired it would be unnecessary for them to repair the decks of the summer tanks. I could not agree to this on account of loss of longitudinal strength of the vessel, but he stated and Mr. Stewart confirmed that many tankers of this type nowadays were having the drop valves removed from the summer tanks and therefore making these tanks common with the main tanks. For my private information, I would be glad to know if we are now permitting such an arrangement, but personally, I think, it would seriously affect the stability of the vessel to have so much free surface.

Yours very truly,

/s/ J.G. BUCHANAN



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