

CFC/MG.

TELEGRAPHIC ADDRESS: "SPECIFIC" OSLO.  
"SPECIFIC" NEWCASTLE ON TYNE.  
TELEPHONE 28711-28712.

*Jens Christensen & Smith, Ltd.*

STEELING ENGINEERS, NAVAL ARCHITECTS,  
AND MARINE SURVEYORS.

DIRECTORS:

FRED. CHRISTENSEN, M.N.I.F., M.I.N.A. (NORWEGIAN).  
ERSING, M.N.E.C. INST.  
RIPLE, M.I.N.A. (BRITISH).

*Newcastle on Tyne.*

RECEIVED

16 APR 1951

14th April 1951.

*Jens Christensen & Co. App.* **Ansd.** 16/4/51 (Form).

5 10TH A.B.C. 5TH ED. & LIEBERS, BENTLEYS & BOE.

Messrs Lloyd's Register of Shipping,  
71 Fenchurch Street,  
LONDON. E.C.3.

Dear Sirs,

m.t. "JANKO"

Your favour of the 9th inst. with copy of your letter dated 6th inst. to Salvage Association, London, has duly come to hand. The Writer notes that you refer to your letter to him of the 16th ult. However, he has no details of the special quality steel referred to and is not able to express an opinion as to the combination of this material together with that in the remaining after body. This proposed combination may be problematical.

When you refer to the letter of the 16th ult., this mentions thicknesses and in this connection the Writer refers to the Notes taken during the discussion with your Mr. Murray whilst at Falmouth on the 14th ult., when asked for the shell plating to be taken back to butts abaft Frame 68 and the 5 deck strakes and bilge strakes be taken back nearer to cofferdam and approximately Frame 53 for stringer plates.

This the Writer considers a minimum requirement, as expressed at the meeting in Falmouth. In fact, the Writer had expected that the shell and deck plating instead of running only into butts abaft Frame 68, should have been taken at least into No.2 centre tank/forward part of No.1 wing tank, as the hull in way of the after half of No.2 wing tank had been severely strained. The stringer plates and cross plates at both ends and at the middle were buckled.

It must be remembered that the middle body (viz. half length) ends at the cofferdam next to the engine room, consequently the after portion has been badly strained. The Owners will be advised to demand the renewals attended accordingly, also to consider the proposed combination of two different materials as being inadvisable.

It must be seriously taken into consideration that the vessel has broken twice - this time one tank further aft than on the previous occasion. This fact certainly gives a reason for the Writer's request to go further back with the renewals and the Writer requests you to take this important matter into further consideration. It would be a terrible happening if the vessel should

affected in the tank forward of Frame 69, provided the tests now being made on steel removed from the ship



Class

CLASSIFICATION

Hx.  
~~Sketch~~

the

Mr Murray

blo. 162. Dam



© 2020

Lloyd's Register  
Foundation

CHRISTENS  
E.t. "JAN  
gain brea  
inking of  
ore lives



CHRISTENSEN, & SMITH, LTD., Newcastle-on-Tyne.

m.t. "JANKO"

Continuation Sheet No. 2.

gain break one tank further aft, as that would probably mean the linking of the aft section, which might also mean the loss of more lives.

Yours faithfully,

*Arnesen, Christensen & Smith Ltd.*

*Arthur Christensen*



© 2020

Lloyd's Register

W1088-0104 2/2

the scarping of the side and bottom shell could be effected in the tank forward of Frame 69, provided the tests now being made on steel removed from the ship