

Lloyd's Register of Shipping.



Chesapeake & Ohio Railroad Terminal Building

Newport News, Va.

August 28, 1933.

NEW YORK AUG 29 1933

The Secretary,
Lloyd's Register of Shipping,
71, Fenchurch Street,
London, E.C.3,
England.

Dear Sir:-

I am in receipt of a copy of your letter S. August 2nd, 1933, addressed to the Society's Chief Surveyor, Mr. French, having reference to my report No. 4758 on the Steel Screw Tanker "CHARLES PRATT", which underwent major repairs to the bottom shell plating recently at this port.

With regard to item 1, of your letter, I have not much doubt that the pitting of the bottom shell plating and the wide spread corrosion of the bottom shell plating was responsible to a certain amount for the fracture of the shell plating. In addition to this, I think it well to state that in course of survey, it was found in several cases, that longitudinal frames were bent; the brackets connecting these frames to the transverse bulkheads were buckled and cracked in places and the deep longitudinal floors in some cases were "set over", which in my opinion, indicated that the vessel had grounded.

Item 2:- I regret that I cannot express a decided opinion regarding the increased loading of this vessel whilst in the Coastwise service. It is generally reported, however, that these vessels have been considerably over loaded during their life time.

Item 3:- As this vessel does not load here, I cannot indicate the average condition of loading the vessel, nor the maximum load to which she would be subjected.

Item 4:- I have no information regarding the ballast loading employed in this vessel. This I believe, is a matter which is largely left to the discretion of the Master, who I presume is influenced by his knowledge of the ship and the conditions that he meets when putting out to sea or at sea.

Item 5:- A sample of the fractured plating contiguous to the fracture itself, together with a sample taken from the S/S "F.Q. BARSTOW" has been obtained and these are now crated and arrangements will be made

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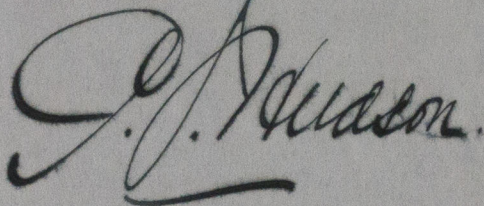
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for these to be transferred to Manchester by one of the Manchester Liners, and when this is done, the Manchester Surveyors will be advised and kindly requested to forward the parcel to the London Office.

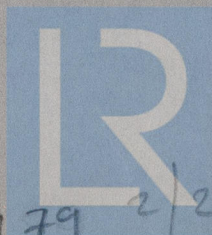
With regard to the S/S "F.Q. BARSTOW", as the conditions were very similar to those found on the S/S "CHARLES PRATT", the Owners decided to repair the vessel to the same extent as that carried out on the "CHARLES PRATT". I might state, however, that there was only one cracked plate on the "F.Q. BARSTOW"; a bilge plate "G" 7, on the starboard side, which however, is shown on the shell expansion plate as "G" 2.

The physical condition of the plates and members generally were not investigated in the case of this vessel.

Yours faithfully,



CJH/MP



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