

The GROUND RULES

News From the Consulting Firm of MARTIN, OTTAWAY, van HEMMEN & DOLAN, INC.

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Our Charleston & New York surveyors, Warren and Pierce, working hard at conducting a condition survey onboard a Cruise Ship for interested parties. (Note the clean coveralls ☺)

Martin, Ottaway & Chandler

In this issue we are highlighting our associate and colleague in Charleston, SC, Warren Chandler. In 1984 Martin, Ottaway & Chandler, Inc. was established with Warren as the President and resident surveyor.

After serving as Chief Engineer in the US Merchant marine from 1943 to 1950, Warren was called to active duty for the US Navy at the onset of the Korean War and was the Engineering officer aboard a Fleet destroyer.

In 1952 he joined Bethlehem Steel Corp. and retired in 1982 after 30 years of service as a Ship Superintendent, Estimator, General Superintendent, Senior Estimator/Negotiator and culminating as their Manager of Projects.

Warren is an avid pilot and has his own company plane which he flies to most Southeast cities and ports when the weather permits.

Among the most recent jobs handled by our Charleston office was representing an owner of a bulk carrier that lost a rudder off Hatteras, NC. Since no drawings existed a detailed diver survey had to be performed to obtain the required dimensions and clearances.

A replacement rudder was manufactured and fitted onto the vessel in the record time of 40 days with full Class and US Coast Guard approval.

The way it was

The year 1940 and the early years of the second World War resulted in horrible losses to the Allied merchant fleets as a result of the effectiveness of the German submarines operating in the Atlantic.

In response to these losses, the United States began a massive ship production program which involved the famous "LIBERTY" ships.

During the three year period from 1941 to 1944 thirteen American shipyards built 2,742 "LIBERTY" ships which represents the largest series shipbuilding program for a standard vessel class in the history of shipbuilding. That's roughly equivalent to one ship every 5¼ days from each shipyard.

After serving as the primary cargo transportation vessels during the war years, arrangements were made in 1946 for the Allied sea faring Nations to purchase the remaining "LIBERTY" ships, under favorable terms, thereby forming the basis for the free world's new merchant fleets.

50 years ago, the United States, with the sale of the "LIBERTY" ships, assisted many of our present day ship owning countries to preserve our method of free world waterborne commerce.

Recent Publications

Rik van Hemmen and Jeanne-Marie D. van Hemmen have recently been contributing authors to a new publication called "Boat Accident Reconstruction and Litigation" by Roy Scott Hickman, P.E.

Rik's chapter is on Commercial Vessel Issues while Jeanne-Marie's chapter is on Introduction to Recreational Boating Law.

Around the Waterfront

Recently we have seen a number of cases involving fendering systems. In some instances, the owner of such a system believes that his fender should remain unblemished. According to the common definition of a **Fender**: *"it is a device that protects: as a cushion between a boat and a dock or other structure, or between two boats, that lessens and prevents chafing."*

Most people in the marine industry understand the purpose of the fender is to "fend off" objects. As a result of its basic use and environment, the fender will deteriorate over time and require periodic repair or replacement.

This requirement for maintenance has become a prime consideration and cause of disputes affecting damage claims when they involve fendering systems. It is important to keep in mind the basic function and consumable nature of these systems when settling damage claims.

Lunch and Learn seminar

Henk van Hemmen recently spoke at OMI Bulk Management Company's "Lunch and Learn" seminar addressing Hull & Machinery Insurance, Physical Damage,

General Average and Claims under the LOF (Lloyd's Open Forum).

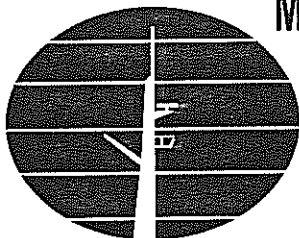
The firm is committed to assist in Industry Training wherever possible and congratulates companies for arranging "training seminars" on a wide variety of subjects.

In MEMORIUM Theodore Saryannidis

It is with great regret that we note the untimely demise of our friend and colleague Theodore Saryannidis who suffered a fatal accident in Greece on the 15th of August 1996.

Theodore will be greatly missed by all of us and our sincere condolences go out to Chris, Aleka and Stella.

As we were going to press, we learned that another friend and mentor of our firm, Mr. Jack van Brunt, recently passed away. He will be missed.



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