

Steamer "STADVLAARDINGEN"; No. 90876 in Supplement; Flensburger Shipbuilding Co's. No.391; Owned by the Halcyon Line, Rotterdam.

A telegram was recently received from the Owners stating that after studying the Society's Rules and Regulations they could not understand why dry docking was essential if nothing happened to indicate that there was any damage.

The Hamburg Surveyors explained that it is the usual practice of these Builders to dry dock vessels for examination after launching, and that cases of vessels receiving damage in the course of launching are relatively frequent at yards in the Baltic where there is no rise and fall of tide, and where the depth of water at the time of launching may be less than anticipated, which liability to sustain damage increases with the size of the vessel.

Accordingly, it was considered highly advisable to confirm that the vessel had sustained no damage during launching, and the further possibility that complications might arise between underwriting interests was considered a sound reason for requiring ^{the} examination *in dry dock*.

In these circumstances, the Surveyors required the vessel to be dry docked so as to satisfy themselves that a certificate issued by the Committee was unconditionally in order.

On it being pointed out to Mr. Chisholm that the reasoning given did not appear conclusive, and that the Society's Rules did not require a vessel to be dry docked after launching and prior to delivery, he explained that it could not be stated that definite damage was sustained at the time of launching, and re-iterated the reasoning given above, with the addition thereto that Mr. Priess, the Society's Surveyor, who made this recommendation to the Builders was formerly ^{the} yard Manager *at this yard*.

Mr. Chisholm states that responsible shipbuilding firms in Germany are all united in the point of view that vessels should be examined in dry dock after launching and prior to

delivery, and that the experience of the Society's Surveyors in that country is that the strains to which the vessel is subjected at the time of launching and the liability to set up bottom plating and to start riveting fully justifies the practice being made an invariable one.

In this connection without examining every individual case of German built ships there is no recollection of the Society's Surveyors making any report of a vessel having been damaged in launching. Cases do occur occasionally where ships may be damaged in launching, but it is not considered that such cases are more prolific in Germany than in other parts.

In these circumstances, it is hardly considered that the Society, where the Builders have taken every precaution that a vessel should be satisfactorily launched, should make it a compulsory requirement that vessels should be examined in dry dock after launching and before delivery, and it is submitted Mr. Chisholm be informed accordingly.

BH 4.5.25

Whether the custom of drydocking after launch etc. is observed in all German yards or only sets built in Baltic waters or allow rivers — (Wess)

[Signature]



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