

Lloyd's Register of British & Foreign Shipping.

VEERHAVEN W. Z. 19. — ROTTERDAM.

LETTERS TO BE
SENT TO:
LLOYD'S
REGISTER.
ROTTERDAM.

LLOYDS REGISTER.

LONDON

15 SEP 1913

13th of September 1913.

191

S. RECD
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The Secretary .

London.

We have received your letter of the 11th instant enclosing a copy of letter from Messrs Frank Bevis having reference to the Hopper Barges "ROCKSAND" AND "SANDBANK" and from which it appears that they were drydocked at Hull, where some slight indents were found in the bottom, which in some of the places named in the letter are in the Surveyors opinion due to structural defects, while some unfairness observed in the seams of the bilge plating is said to be probably due to structural defects.

With regard to these remarks I beg most respectfully to state that the survey on these Barges was held by Mr Schouwenaar until June last, when the Barge "ROCKSAND" report 8554 was launched on the 12th of April, while the Barge SANDBANK report 8673 was surveyed last by Messrs Bevis, a gentleman on the 29th of May, she was then plated and almost ready for launching.

I joined Mr Schouwenaar a few times and Mr Vuyk continued the survey to relieve me, after I had been together with him on the 16th and 19th of June, while at this time Mr Bevis has also seen the boats, the latter barge was at that time ready for launching.

The indents mentioned in the letter by Messrs Bevis have apparently not been observed during the building, otherwise a mark would have been made and the indents put right.

forepeak and the centre box keelson of the barges have been filled in our presence in order to make sure that these parts were tight when the barges were launched, and the bottom at these parts specially examined, but no indents observed.

It is not at all impossible that in way of butt laps at the curve of the keelplate or at an end keelplate where the edges at the butts have to be joined some unfairness is left at the edges, which often greatly depends on the workman employed at these smaller yards where all the work is hammered cold; but I am of opinion that if this is not too great and the rivets are sound and the plating well closed, that it can hardly be called a defect.

I beg further to point out that both the barges have been lying a considerable time along other lighters in an open harbour to the river in shallow water, before they were taken over and towed across,

It is also evident from the plate named in Messrs Bevis letter in reference of the first Barge as being chafed and wavy, that some damage must have taken place, which has not been mentioned.

I have noted with very much regret that Messrs Bevis appears to be of opinion that there has been some lack in supervision on our side. I am certain that Mr Schouwenaar in the first case has given all the time available while present in the yard to survey the boats, and further everything has been done by us to see that the Society's rules and the Owners specification for this Type of boats were adhered to and that there has been no lack on our side in seeing that the scantling were properly followed may be proved by the correspondence which has taken place from time to time.

When the Builders reported that they had completed the barges I assigned Mr Vuyk in the survey again by examining all compartments throughout, in order to make sure that nothing had been omitted and

REGISTER No.

with the Owners's Representative and the Representative for the
Eastern Railway Coy , who appear to have taken the barges on hire
as under the impression that they were very satisfied.

I hope that this information may meet the Committee's approval.

I am Sir .

Your Obedient Servant .

R. Leunenburg.



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