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17th January, 1911.

Dear Mr. Salmon,

The letter signed by yourself and Mr. Blackwood dated 14th January is duly received, but I feel still at a loss to realise what was actually the state of affairs when you surveyed the engine seating of the "LONDON QUEEN".

Am I to understand that before any work was done to this engine seating in Dundee ~~that~~ you went over it or that Mr. Blackwood went over it, and found 585 rivets so slack as to require renewal and 371 other rivets which had to be hardened up in order to be efficient? Is that what is meant, because if so it would appear that just the very exact number of rivets required to be removed in order to take to pieces the engine seating and re build it were all slack? is that what is meant?

What puzzles me is this. A certain number of rivets had to be cut out in order that work that was not previously properly fitted should be properly fitted, and this, I gather from one of the letters received from Mr. Blackwood, included the vertical, longitudinal and thwartship angles of the seati

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Besides the fitting of the top plates above the angles at the upper edge of the vertical plates. Now, is it to be understood that every one of the rivets connecting parts together which were not properly fitted were all loose rivets? If this is the case it is a most extraordinary one that all the rivets in <sup>a new</sup> engine seating should be slack.

I can quite understand that a great many rivets had to be cut out in order to take the engine seating to piece but I cannot realise, until you assure me that it is the case, that every one of the rivets so cut out were slack rivets.

You and Mr. Blackwood must realise that this is a very serious charge to bring against the Rotterdam Surveyor who surveyed the vessel, and such a statement must not be put before the Committee until there is no misapprehension as to what it means. It is a most serious charge as you must clearly see. Please try and write such a letter as will convey to this Office exactly what took place, so that the Rotterdam Surveyors may not be misjudged when the matter is being considered.

We are informed by Mr. Pile in a letter that he personally visited the ship and came to the conclusion that the statements made about the engine seating were much

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agitated. He states that there were a few rivets which were perhaps not so well hammered up as they should have been and or two of the surfaces were not quite close. He formed an opinion that taking it on the whole the seating was a thoroughly efficient and satisfactory job and if nothing whatever had been done to it no trouble would have arisen in any possible way. This certainly does not sound like a description of an engine seating in which there were

5 slack rivets discovered when it was first examined by the Surveyors besides 371 more which required to be hardened.

You will favour me very much and only do justice to the Rotterdam Surveyors, if you will take some pains to make this matter quite clear and put me in a position to give a faithful description of it to the Committee.

Please let me have your reply by return of post.

Yours faithfully,

M. Salmon, Esq.,

DUNDEE.



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