



ENCLOSURE

(TELEPHONE NO 2798, AVENUE)

TELEGRAPHIC ADDRESS:- "PILE, LONDON"

CODES USED :- SCOTT'S, WATKIN'S, A.I., A.B.C. & BENTLEY'S.

34, Great St. Helens,
London, E.C. 2nd January 1911.

Dear Sir,

"LONDON QUEEN".

Referring to the conversation we had some short time ago in regard to this steamer, I beg to say that she is now at work, and giving the owners entire satisfaction in every way.

You will remember there was some discussion in regard to the Engine Seats. I would like to put the facts on record.

The steamer was built under the superintendence of your Surveyors in Rotterdam, and under the superintendence of my own Surveyors. Further, as the vessel was sold to go into the passenger trade, it was determined to put her through the Board of Trade survey and take out a passenger certificate. A representative of the Board of Trade spent three days *whilst at Rotterdam* on the ship going through her thoroughly, and she was not brought by me to Dundee until I was satisfied everything was in order.

The hull was brought to Dundee for the purpose of receiving her passenger cabins, etc, and whilst there she was dry docked to enable Messrs. Richardson Westgarth & Co, to bore out the stern post and fit the sea connections, etc. Richardson Westgarth's charge man called attention to some of the rivets in the seating which he considered defective, and mentioned the matter to some of the staff of the Dundee

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PILE & Co., Dr. S. J. P. Thearle.

No. 2.

London.

Shipbuilding Co, which firm was doing the work, and they without consulting me, called the attention of your Surveyors at Dundee to the matter, and I was informed what was required by your Dundee representative to be done.

Acting on my instructions the work was immediately put in hand, and I then took the matter up with the builders Messrs. Van Vliet & Co., of Hardinxveldt, Holland. This firm acted just as I expected they would. They expressed surprise, and at the same time regretted that anything at all was required, but instructed me to have the work done and they would pay the cost of doing it.

A few days later I personally visited the ship, and I came to the conclusion that the reports made to me were much exaggerated. The seat, in a box form, was very awkward in parts to get at, and there were certainly a few rivets which were not perhaps as well hammered home as they should have been, and one or two of the surfaces were not quite close; but I formed the 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.

I have pleasure in stating that the vessel was well and faithfully built, that the Board of Trade Surveyor who visited Rotterdam, spoke in high terms of the workmanship, and expressed the opinion that it was better work than is turned out of several of the shipyards in this country. The vessel was completed under the superintendence of this gentleman in England, and a passenger certificate has been granted.

PILE & Co., Dr. S. J. P. Thearle.

London.

No. 2.

to her.

I have had several steamers built by Messrs. Van Vliet under the very careful examination of your Surveyors, and it is a pleasure for me to put on record the fact that I have not had trouble with any one of them. I cannot call to mind a single instance of spoilt ~~work~~ ^{Cargo}.

I have such confidence in Messrs. Van Vliet & Co., and your representatives in Rotterdam that I have placed further work over there. In details and finish the vessels may not come up to the high standard of some of our important yards, but I must say that their steel work generally compares favourably with some of the steamers I have had recently from old established firms in this country.

Yours faithfully,

Charles N. Pile

Dr. S. J. P. Thearle,



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