

EMENT GYLSEN

OCIÉTÉ ANONYME



ANVERS

TÉLÉPHONES : 566.47

DÉPT FRET : 581.81

RAMMES : "HANDELSHIP ..

COTTS CODE - BOE CODE

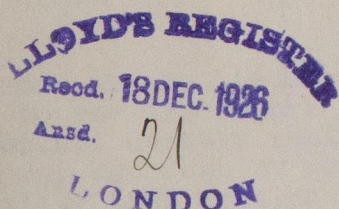
CHÈQUES POSTAUX : No 158.583

ENT :

rappeler dans la réponse

ANVERS, December 16, 1926.-

213, AVENUE D'ITALIE.



The Secretary,
Lloyd's Register of Shipping,
71, Fenchurch Street,
LONDON.E.C.3.-

Dear Sir,

s/s "HOUTHANDEL".-

We thank you for your letter of the 14th.inst. and are much obliged for the decision of your Committee to defer taking action regarding the Classification of the above steamer until her arrival at Kobe.-

As written you before, we are very sorry not having been able to give Mr. Herbert full satisfaction regarding the work he asked to be done.-

Our Superintendent, Captain Copette, has been in touch with Mr. Herbert both before her arrival and on her arrival and Mr. Herbert handed him a list of the work he wanted to be done now. When the writer saw this list, which we enclose herewith, he saw at once that it was a material impossibility to comply with same considering the engagements we had for this ship. In fact it really meant nothing less than the completion of the whole survey.-

We understood from the letter which you were kind enough to give us under these special circumstances that the repairs you wanted to be carried out now were those necessary to make the steamer fully fit for her voyage.-

On steamer's arrival here we immediately proceeded with the work and continued same during day and night and no expenses were saved to do all the repairs that could be done in the time we had before us.-

We have given you a list of the work that has been carried out and besides this we bought a brand new life boat for which we enclose a duplicate of the account. Further we had 5 new hatches supplied and had the others put in good condition. The account for this is not in yet and we will send you same as soon as it is to hand.

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The Secretary, Lloyd's Register of Shipping, London. 16/12/1926

As soon as the steamer was alongside the quay, Captain Copette went to see Mr. Herbert and asked him to send one of his Surveyors down. Mr. Herbert replied that it was impossible for him to come that day but that he would be on board the following day at 10 am. The writer then ordered the steamer to start loading in all hatches as he had a report that all the tank tops were tight and in perfect condition.-

The writer saw and spoke to Mr. Herbert the following day at 11 am. The 3/4 of the loading were finished and the writer had the impression that nothing special on deck would be found wrong and that everything would be passed.-

As said before, Mr. Herbert condemned one lifeboat and we immediately ordered a new one right away although second hand boats were offered to us and although we could have fetched a lifeboat from the s/s "MARCONIER" of the Lloyd Royal Belge, which is a sistership of the "HOUTHANDEL".-

On Friday, when I asked Captain Copette whether Mr. Herbert was satisfied, he reported that your Principal Surveyor would not be able to come down to the ship that day and would only do so the next day, Saturday.

This was a great disappointment to us especially as we were 500 tons short of cargo, detained by fog, and in view of the great interests at stake the writer thought himself justified in not having the steamer lying idle for another day so much so that, at this period of the year, a thick fog is usually covering the River Scheldt and that, on that particular night, a very clear weather prevailed and after ascertaining that practically nothing further could have been done to make the steamer ^{more} seaworthy and that the engines were in perfect condition for the voyage, he ordered the steamer to leave. The following morning Mr. Herbert was duly advised of what had happened.-

It is only on Monday last, when Mr. Herbert sent in his account with Certificate that we got to know what he wanted to be done. If on Thursday of last week, I had known that this was all that was required by Mr. Herbert, we would not have had the least hesitation to comply with same right away. In fact practically all has been complied with and we have done far more than what is mentioned on the enclosed list. Anyhow, we hope that this will not be considered as a proof of ill-will or molestation on our part.-

Notwithstanding the fact that the ship has very bad German coal on board and has no forced draught, the Captain wirelessed that she passed Ushant on the 13th inst. at 71 pm. and is making an average speed of 6 1/2 Miles so that you will see that she is proceeding regularly on her voyage.- *(This is the average speed of the vessel since she was released.)*

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III

The Secretary, Lloyds Register of Shipping, London. 16/12/1926.--

The repairs asked to the fidley-top have not been carried out as we did not know that they were required. Had we known that it was Mr. Herbert's desire to have this done, you may be sure that, as said above, it would have been complied with at once. *It was a comparatively small item.*

As this is only a small item we hope that no further action will be taken and that you will be kind enough to advise us as soon as there would be any change in the Classification of the steamer.--

Thanking you again, we remain,

Dear Sir,

Yours faithfully,

ARMEMENT GYLSSEN, Sté.Ame.,

A. Gylsen



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Referred to the Chief ~~Ship~~ Surveyor,
and the Chief Engineer Surveyor.

ram as

18 DEC 1926

Also for Mr. S. A. Hill to note.

Also for Mr. ~~Hill~~ to note.



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