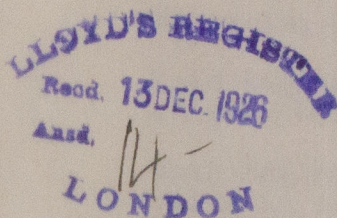


ENT GYLSEN

TE ANONYME

ANVERS, December 11, 1926.-

213, AVENUE D'ITALIE.



The Secretary,
The Lloyds Register of Shipping,
71, Fenchurch Street,
LONDON. E.C.3.-

ONES : 566.47

RET : 581.81

: "HANDELSHIP",

DE - BOE CODE

POSTAUX : No 158.583

dans la réponse

Dear Sir,

s/s " HOUTHANDEL ".-

Referring to the letter which was handed us by Mr. Herbert here, we beg to thank you very much for allowing this steamer to retain her Class until arrival in Kobe.-

The steamer had to be loaded in 3 days and we immediately gave all the work in hand in order to do as much as we could. The following work has been done.-

Main Boilers cleaned inside and outside, salt cut in backends etc.

Stopvalves Main Boilers opened out for examination, renewed seats and valves, closed up with ^{new} packing, jointing and new bolts.-

Firing Tools: supplied 3 new slices and 3 new rakes.-

Tubes expander repaired.

Ash Hoist: steam pipes renewed, also steam stopvalves.

Steam gauges tested.-

Main injector: disconnected, overhauled at works and replaced on board with new packing and jointing.

Main feed pumps : made to sample 6 ebonite rings for watered buckets.

Circulating Pump : opened out for examination, closed up with new packing and jointing.-

Ballast pump opened out for examination closed up with new packing and jointing.

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II

The Secretary, Lloyd's Register of Shipping, London. 11/12/1926.--

Reversing Engine : Steam pipe and stopvalve renewed.

Main Engine Throttle Valve : opened out, made workable and erected in good working condition.--

Main Engine Stop Valve: opened out, renewed seats, skimmed up valve in lathe and erected with new bolts, packing, and jointing.

L.P. and HP. cross pins-Cylinder covers lifted, crosshead blocks on both engines, pins skimmed up at works, crosshead blocks erected, cylinder clear ends taken and covers rejointed.

Suction Pipe N°5 Tank: removed, renewed and replaced.

Sea Suction Pipe : removed, repaired and replaced.--

L.P. and HP. crosshead brasses transported to works, cut out all metal, cast new First quality Parson's N°2 white antifriction, machined same at works and fitted in on board'--

Bilge Pump discharge Pipe : removed, partly renewed, replaced with new bolts and joints.--

Deck leaks closed up with patches, bolts and joints as pointed out.

Steering Chains: removed on board, transported to works, annealed, renewed worn parts, tested after repair and replaced.--

Scupper Pipes in Captain's W.C. and Galley : removed, cleared and replaced'--

Galley Stove overhauled and rebricked

Hatches: 5 hatches renewed on N°3 and 4 holes.

Beds in Crews quarters : springs renewed where required and put in good order.

Screws for watertight doors : renewed 10 screws as pointed out

Port Glasses : renewed glasses in storeroom, crew's quarters and officers' W.C.

Deck glasses in Messroom and skylight in Messroom renewed.

Galley Pump: overhauled and replaced.

W.C. Officers : overhauled and repaired.

Feed Heater : removed on board, transported to works, renewed all copper tubes, replaced and tested on board in good order.

Mr. Herbert was on board and we are sorry that the work he asked us to do meant practically the whole classification of the

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SOCIÉTÉ ANONYME

III

The Secretary, Lloyds Register of Shipping, London. 11/12/1926.-

of the ship involving a 15 days detention.

Mr. Herbert condemned one lifeboat and this was immediately replaced by a new one.

This steamer finished discharging last night and sailed immediately. We can assure you that she is in as good a condition as she has ever been since we own her.

We very much regret that we could not give entire satisfaction to Mr. Herbert but we enclose herewith copy of this steamer's charter party from Safaga Bay to Japan and the steamer has worked overtime and incurred heavy extra expenses in order to catch her cancelling date. You will note that this charter was signed on the 8th. October and at that time we calculated that the steamer would have plenty of time to effect here all the repairs that were necessary.

Unfortunately through a mistake of the late Chief Engineer of this steamer, she was delayed for 22 days and this, together with the fact that, instead of being ordered from the Danube to discharge at a port between Bordeaux and Hamburg as we anticipated she would, the charterers sent her to discharge at two slow Danish ports, completely upset all our calculations.-

We thank you for taking this exceptional case into consideration, and meantime remain,

Dear Sir,

Yours faithfully,

ARMEMENT GYLSEN, Sté. Ame.,

A. Gylsen

P.S.-Kindly return the enclosed charter-party after perusal and oblige.



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W1096-0232 1/3

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

Gas

13 DEC 1926

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

Also for Mr. Hill to note.

Shl



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