TELEGRAMS: COMMITTEE, FEN, LONDON. TELEPHONE: ROYAL 3551 (6 LINES).

Lloyd's Register of Shipping,

71, Fenchurch Street, London, E.C. 3.

LLOYD'S REGISTER
Received
28 APR 1941
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LONDON

Please address further communications on this subject to THE SECRETARY and quote the following initial

M.

28th April, 1941.

Dear Sir,

In accordance with instructions, I visited Liverpool on the 24th instant, for the purpose of investigating a complaint made by Messrs. Hicks and Parkes that the Society's Surveyors at Liverpool had not carried out a General Examination of the Dutch Steamer "STAD AMSTERDAM" when requested by them to do so.

It appears that Mr. Batchelor, a Senior Ship & Engineer Surveyor first visited the vessel at the request of Messrs. Hicks & Parkes on the 27th December last, and he conferred with the Chief Engineer regarding the condition and working of the machinery and boilers, and Mr. Batchelor was informed that the lubricating oil pipes were functioning satisfactorily, and that the L.P. crank pin had been opened up on that account. Mr. Batchelor concurred with the Chief Engineer that all the repairs he had required were necessary.

On the 31st December, Mr. Batchelor was shewn some steering rod bevel wheels which required renewal, and subsequently Mr. Boylan, a Ship Surveyor was instructed to see these fitted and tried. Some repairs were being carried out to the after double bottom tank, and these were examined by Mr. Boylan, who informed Capt. Parkes that this tank would require to be tested by him if he wanted the repairs reported. It now transpires that the tank was actually tested by the Repairers and although Mr. Boylan states in his report that the tank had been tested and found satisfactory, the test was not witnessed by him.

Mr. Boylan duly reported the ship on Form 8, under the heading of "Wear and Tear Repairs", and he stated in his Report that there had been "No request for survey with a view to getting record "Examined" with date or for Class contemplated".

Mr. Lyle, Mr. Batchelor and Mr. Boylan, were interviewed by the undersigned on the evening of the 24th instant. Mr. Lyle and Mr. Batchelor both stated that no instructions had been received from Capt. Parkes to carry

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W124-0007 (1/3)

out a General Examination, that the majority of the statements made by Capt. Parkes in his letters were untrue, and that he was a difficult and unscrupulous man to deal with. They stated that the ship was dealt with as an ordinary unclassed vessel, and the Surveyors reported to the Committee the repairs they had been requested to examine.

In reply to the above, the Surveyors were informed that assuming they had been authorised by the Committee to hold an ordinary condition survey on this unclassed ship, a report should have been issued by them direct to Messrs. Hicks and Parkes on Form 10, and a copy sent to the London office. As the matter now stands, Messrs. Hicks and Parkes have been charged a fee of £12.12.0. (£4.12.0. more than the approved fee for a complete General Examination) for which they have received no documentary evidence of the work done.

Mr. Boylan, on the other hand was apparently under the impression that the parts of the vessel examined by him were part of a General Examination as evidence by the concluding paragraph of his Report which states that "No opportunity was afforded to carry out a further examination at this time", but he made no statement in his Report as to the parts to complete the survey, or when the Owners proposed to advance the survey.

The matter was further discussed with Mr. Batchelor and Mr. Boylan at some length on the following morning, Unfortunately Mr. Lyle was not present as he had been removed to a Nursing Home for examination of the gall bladder.

It should be pointed out that the vessel was under survey from the 27th December last to 10th January, and that Messrs. Hicks and Parkes office is only a stone's throw from the Society's office, and in view of the doubt which apparently existed in the minds of the Surveyors as to the nature of the survey they were carrying out it seems incredible that none of the Surveyors took steps to either telephone or call upon Capt. Parkes to ascertain the true position before the ship sailed.

Both Mr. Batchelor and Mr. Boylan admitted that they should have acted differently, and they expressed their regret at the inconvenience that had been caused.

Later in the day I had an interview with Capt. Parkes, and he informed me that he had definite instructions from Messrs. Sir R. Ropner & Co. Ltd., Representatives of the

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W124-0007 (2/3)

Netherlands Trading Committee to arrange for the Society's Surveyors to carry out a General Examination and that these instructions were passed on to the Surveyors (See copies of letters from Messrs. Ropner addressed to Messrs Hicks & Parkes, dated 19.12.40 and 4.3.41). He was therefore very much surprised to hear from The Netherlands Trading Committee through Messrs. Doxford that the survey had not been held, and that the Society could not issue the usual cert.

I explained to Capt. Parkes that there must have been a misunderstanding on both sides, as the Surveyors are authorised by the Committee to carry out surveys for maintenance on all Dutch ships classed with the Germanischer Lloyds, and they would have no reason for not holding the survey in question if requested to do so.

In the course of the discussion I informed Capt. Parkes that there was no doubt the Surveyors had been in error in not getting in touch with him to find out the position before the vessel sailed, and I expressed regret at the inconvenience and annoyance that had been caused.

Capt. Parkes thanked me for calling, and stated that he would endeavour to arrange for the ship to be again submitted for survey on her return to the United Kingdom, and that no further action regarding his letter of the 17th instant was necessary.

With regard to the Chairmans request that I should call on Mr. Cauty, I may say that on enquiry being made as to his movements, it was found that he was out of town.

I returned to London on Saturday the 26th instant.

I am, Dear Sir,
Yours faithfully,

James L. Butler

The Secretary,
LONDON.

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W124-0007(3/3)

Referred to the Chief Surveyors

A.B.

28.4.41

for Mr Clayden
to note.

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