

TELEGRAMS: "ROWLOCK," LIVERPOOL.
TELEPHONE: CENTRAL 2486.

TELEPHONES AFTER HOURS,
ROCK FERRY 1524. ORMSKIRK 260.

HICKS & PARKES,

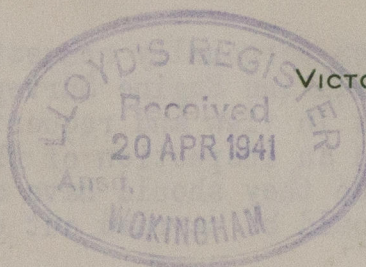
CAPT. C.M. PARKES, A.I.N.A.

MARINE SURVEYORS. CONSULTING ENGINEERS.
NAVAL ARCHITECTS. NAUTICAL ASSESSORS.

HULL AGENTS:

MC AUSLAND & TURNER.

CMP/RC.



VICTORIA CHAMBERS,

42, CASTLE STREET,

LIVERPOOL, 2.

17th April 1941.

The Secretary,
Lloyds Register of Shipping,
High Close,
Wilshire Road,
WOKINGHAM. Berks.

Dear Sirs, YOUR REF "S" - s.s. "STAD AMSTERDAM"

We thank you for yours of the 25th March
and regret delay in reply owing to the absence of our
Captain Parkes.

We note that you have investigated this case
and have come to the conclusion that there must have been
a misunderstanding but we strongly resent Mr Batchelor's
suggestion that we have mistaken this vessel for a coaster
under our supervision.

We feel so strongly about this matter that we
have no hesitation of accusing both Mr Lyle and Mr Batchelor
of actually distorting the truth to cover up their omission
to issue the necessary record.

It is no use arguing with two men who have
deliberately decided to get together and deny facts but
we will content ourselves with asking why on earth were
the Surveyors on board the vessel at all if not at our
invitation to examine the vessel with a view to changing
class.

We are not so foolish as to invite Lloyds
Surveyors aboard a vessel for pleasure or to ask them
for recommendations for a vessel which is not classed
with them.

We had definite instructions from the Owners
to arrange change of Class and the history of the case
is this.

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The Writer personally requested that Mr. Lyle should send a Hull and Engine Surveyor to inspect the vessel with this in view and requested him to send a Surveyor to make an inspection of the decks and superstructure in case they should have any recommendations to make which could be carried out concurrently with the discharge.

We particularly remember Mr Lyle's reply which was short and to the point saying that he was far too busy to send Surveyors running out to Garston to the jobs of this description and he flatly declined to send anyone out to the vessel until the ship was discharged then they would do the whole job at once.

We then pointed out that the engines and Boilers could at least be inspected and their recommendations given. We pointed out that if we had to wait until the ship was discharged for this the vessel might be delayed. He then told us that he would mention it to Mr. Batchelor and we could make our own arrangements with him.

The Writer contacted Mr Batchelor who stated that he would want the Boilers and mountings opened up and floor plates up to get access to below the Boilers.

He also wished to contact the Chief Engineer to get the History of the Engines and Boilers and requested us to find out how long the Chief had been in the ship. In the meantime we ascertained that the present Boiler had been renewed and passed this information on to Mr. Batchelor who saw the Chief Engineer and satisfied himself as to the condition of Engines & Boilers.

The Writer, or one of his assistants, was on board periodically and daily during the whole of the repairing period and the vessel was from time to time visited by Lloyds Engine & Hull Surveyors.

Mr Batchelor was told ^{by} the writer what work we were doing in the Engine Room and he also discussed this with the repairers.

The Hull Surveyor made certain recommendations with reference to repairs in the holds through the

HICKS & PARKES.

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Repairers and these were carried out. We might add that at this time they were so busy that it was almost impossible to contact them and time and time again we requested the Repairers to pass word along to Lloyds telling them when we would be on the vessel but in many cases they had either been or came after we had left.

Knowing what the situation was we did not unduly worry knowing that they had been down to the vessel and that we were carrying out their requirements, we were quite happy in the knowledge that they were attending and we naturally expected the Certificate to be issued.

We must now deal with the last paragraph on the first page and say emphatically that you can rightly expect a Classification Surveyor to contact the Owners Representative and endeavour to be on board at a time which is mutually convenient but during the period under review the Surveyors in question slipped on board, had a look around and passed in their recommendations through the Repairers without bothering to ascertain whether Owners Representatives were on board or not.

On two occasions your Hull Surveyor was on board at the same time as the Writer and we learned of this visit after coming up from the boiler room and finding he had been and gone. We later learned that he wanted to see the double bottom tank tested and we arranged to test it and told the Repairers to notify him. They did so but at the time arranged for the test he was not there so we tested the tank to our own satisfaction and requested the Repairers to press it up again for him when he came.

We did everything to make their work as light as possible by not worrying them particularly in view of Mr Lyle's early statement as to how busy they were but in future we will see that our requests are made in writing no matter how trivial the matter may be.

18 To sum up we think Mr Lyles statement that he has no recollection of a phone conversation with us whilst the vessel was in Garston can be totally disproved by the very fact that Mr Boylan and Mr Batchelor attended the vessel. What on earth were they doing on board the vessel at all (a vessel not classed with them and which they had no right to be on board at all unless requested) if not at our special invitation for a special purpose.

19 Finally we must express our disgust at the whole of this matter. We have been dealing with your Surveyors all over the Country for the past 20 years and never in our experience have we met with anything like this.

The Writer is at any time prepared to confront the Surveyors in question.

Yours faithfully,

John C. Perkins

20 APR 1941



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