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Your Ref: CMP/RC.

25th March, 1941.

Dear Sirs,

S. I beg to acquaint you that full enquiry has been made into the subject matter of your letter of the 8th instant having reference to the case of the steamer "STAD AMSTERDAM".

There has obviously been a misunderstanding about this case and it is suggested that Captain Parkes may have mistaken the vessel under review for a coaster he recently had under his supervision as Mr. Batchelor confirms that he made no recommendations regarding the opening up of boilers and mountings such as is suggested in the postscript of your letter; further, Mr. Lyle states there is no record of and that he cannot recall any telephone conversation with you regarding this particular vessel while she was at Garston. He explains that at the beginning of February your representative telephoned him regarding the "STAD AMETERDAM" and that he explained that as no General Examination had been made a record of "Examined L.R." (with date) could not be recommended and suggested that this should be carried out at the first convenient opportunity.

The Surveyors in their official report to the Committee stated that no request for such General Examination was made during their visits to the vessel at Garston and that as no representative from your Firm was present they were not in a position to discuss this aspect of the case.

I feel sure you will agree on reflection that the Society cannot rightly expect an Owner's representative to meet the Surveyors when a survey is being made in order to obtain or discuss any requirements or recommendations which may be required by them, to give instructions for work, if any, to be put in hand, to avoid delay, to counter any difficulties which may arise as well as to facilitate the Surveyor

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in his duties which are, of course, more difficult in their performance under prevailing conditions.

After careful investigation the Committee have come to the conclusion that the Society's work in the Liverpool district is still being expeditiously dealt with by the Surveying Staff and, while they appreciate your concern at the situation which has arisen, they suggest that if you will kindly arrange for the requisite General Examination to be held at your early convenience instructions will be issued for this to be done without further charge to your goodselves. On satisfactory completion the vessel would then be eligible for the record of "Examined L.R." (With date) valid for twelve months.

I have to add that under the arrangement agreed upon with the Netherlands Shipping and Trading Committee vessels such as this coming under the aegis of the Society for maintenance are required to comply with the following conditions, namely:-

- (1) That all repairs, either on account of damage or wear and tear, to hull or machinery must be carried out under the supervision and to the satisfaction of the Society's Surveyors.
- (2) That when a vessel is placed in dry dock the Society's Surveyors should be afforded the opportunity to examine the bottom of the vessel, and to examine her throughout as far as is practicable, in order to satisfy themselves generally as to her condition.
- (3) That the Rule requirements regarding Boiler and Screwshaft Surveys should apply, and that the incidence of such surveys should be based on the date when these inspections were last carried out.

I am, Dear Sirs,
Yours faithfully,

Cpy Liv.

Clerk to the
Classification Committee.

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