

GRAMS: "ROWLOCK," LIVERPOOL.
PHONE: CENTRAL 2486.

TELEPHONES AFTER HOURS,
ROCK FERRY 1524. ORMSKIRK 260.

HICKS & PARKES,

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

INE SURVEYORS. CONSULTING ENGINEERS.
VAL ARCHITECTS. NAUTICAL ASSESSORS.

HULL AGENTS:
McAUSLAND & TURNER.

VICTORIA CHAMBERS,
42, CASTLE STREET,
LIVERPOOL, 2.

OMP/RC.

8th March 1941.

Lloyds Register of Shipping,
High Close,
Wiltshire Road,
WORKINGHAM BEPKS.

Dear Sirs, s.s. "STAD AMSTERDAM"

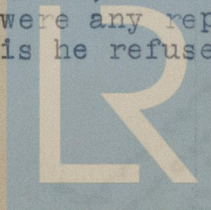
Messrs T.R. Ropner & Co. Ltd have handed us a copy of your letter of the 11th February 1941 (Ref S) addressed to the Netherland Shipping & Trading Committee Ltd and must say that we are highly surprised at its contents.

We are the ^{Superintendent's} ~~Surveyors~~ referred to and upon the express instructions of our Principals we requested Mr Lyle the Chief Surveyor at Liverpool to send his Surveyors on board the vessel at Garston for the sole purpose of changing the vessel's class.

Mr. Lyle told us at the time that they were extremely busy and wished to delay this until the vessel was discharged. We pointed out however, that if his Surveyor had any recommendations to make this would delay the vessel and we insisted that the Engines and Boilers at least should be tackled immediately.

We thereupon appointed Mr Batchelor, who wished first of all to contact the Chief Engineer who could tell him the history of the Boilers etc., and this was arranged. Mr. Batchelor kept in touch throughout and all his recommendations were carried out.

We requested Mr Lyle also to send a Hull Surveyor to inspect the decks, hatches and superstructure in case there were any repairs he might require for class but this he refused to do until the vessel was empty.



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Mr. Boylan however, later attended on board and wished to know what deck repairs were being carried out. This was pointed out to him and he kept in touch and they were done to his satisfaction.

No further recommendations were made and we were amazed to receive this letter.

When we phoned Mr Lyle he at first denied all knowledge of our communication by phone but later admitted a faint recollection of it also stated that as no application had been made in writing that no Certificate would be issued by him.

We must protest very strongly at Mr Lyles attitude and most strongly refute any suggestions that we requested him to supervise the repairs. Why on earth we should call in Lloyds to supervise repairs on a ship classed Germanscher Lloyd or why Mr Lyle should suggest that we had done so passes our comprehension.

A distinct request was made for change of Class and this incident merely confirms what has been evident for a considerable time, that your Surveyors are so inundated with work here in Liverpool, that proper attention is not being given.

We strongly resent Mr Lyles attitude and entirely repudiate any suggestion that he was requested to attend for any other purpose than change of class.

Yours faithfully,

Hicks & Parke

P.S. For your further information Mr Batchelor requested that Boilers and mountings should be cleaned and opened up for survey and bars and bridges removed and stokehold and engine room plates forward and abaft the boiler be lifted for access. This is hardly consistent with Mr Lyles statement

*Received by Mr. Lyle
on 12th Nov 1954
J. Lyle*



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