

s.s. "ANDLIK".

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The Shipping Council has yesterday issued a conclusion in the case of the steamer "ANDLIK".

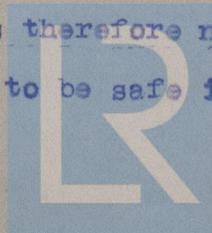
The Council is of opinion that the damage occurred to the steamer "ANDLIK" on the 29th of October, 1925 was due to heavy weather and particularly to a very heavy sea which met the vessel at half past eleven in the morning, whereby extensive damage was done.

It is quite possible that the vessel had a very narrow escape, because not only the bridge but also the steam steering gear and the hand gear was carried away, while hatchways Nos. 1 and 2 had the tarpaulings and lashings torn off and by the damage to the deckhouse rivets torn out the decks, by which water reached the spare bunker.

If a second breaker had met the vessel they would not have been able to close up the hatchways, although it is peculiar to note that no water had reached the holds through the hatchways. As the wireless remained into contact they could signal for assistance and the strong engine may also be considered as a factor which safeguarded the vessel.

As the result of this case various reports appeared in the papers regarding the seaworthiness of this steamer, and the assistant principal surveyor had, together with the various documents enclosed a report before the council in which he expressed his doubt as to the seaworthiness of this vessel. It also appeared that complaints were often made to this assistant principal surveyor about the seaworthiness of the steamer "ANDLIK".

The Council considered it its duty to go most carefully into this case, more particularly regarding the seaworthiness of the steamer. The vessel had a certificate from the Dutch Scheepvaart Inspectie and it was therefore necessary to know if the crew could be considered to be safe in sailing with this vessel.



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As the result of the careful investigations it is considered that the remarks made by the assistant principal surveyor cannot be upheld. The Council came to this conclusion without having any doubts as to the good intentions of this surveyor. They are of opinion that he has acted in a manner which he considered to be his duty and that he had to insist upon alterations which he considered necessary, but the Council cannot deny that the surveyor has formed the impression of listening too quickly to dissatisfied parties.

How freeboards will in future be dealt with, such as in the case of the steamer "ANDLJK", is not known.

The possibility exists that in future at an international meeting freeboards, such as in this case and also in other cases of flush deck vessels may be revised, as these vessels in loaded condition according to opinions expressed also in other countries, manoeuvre most difficult in bad weather.

It was also pointed out that these vessels, according to complaints of various sailors, take a lot of water, whereby it is most difficult in many cases to reach their quarters and this may lead that for instance some Owners could give instructions not to load the vessel to the marking although there is no reason to state that the vessels are unseaworthy if loaded to the present draught mark.

It may also be pointed out that by the Chairman of the Board of Trade a Committee was appointed consisting of nautical experts, Owners and Shipbuilders in England in the years 1913 and 1914 and that it was then found that the present regulations for freeboard did not give any reason that the vessels loaded to the freeboard mark were unseaworthy. Ninety-two meetings were held by that Committee and sixty-two witnesses heard, namely Owners, Masters, Officers and various sailors. Various ports were visited; a 102 vessels inspected, but nothing was found to offer any remarks whereby

it could be said that at present freeboard marking was not in order.

Taking all this into account the Council concludes that nothing has proved that the steamer "ANDEK" was in an unseaworthy condition, to the contrary, the "ANDEK" has proved to be seaworthy, specially under the conditions she met with.

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