

## The "ANDLK".

### The Freeboardmarking.

The Shipping Council has yesterday continued the enquiry in the case of the steamer "ANDLK" of the Holland Amerika Lijn. The vessel encountered very heavy weather damage, by which it became unmanageable.

At the first enquiry Mr. Wolkammer, assistant principal Surveyor of Shipping at Rotterdam, had given statements on account of which the council decided to hear further witnesses, namely in connection with the revision of the Freeboard. Mr. Wolkammer had said that the vessel had become unseaworthy by these revisions.

At first Mr. W o l k a m m e r was heard. He reported that he had found afterwards that two revisions were made in the freeboard, one in 1909 by which the freeboard was reduced 17", and the 2nd time in 1913 with 16". The witness now declared that the steamer "Andyk" now complied with all requirements, which he had desired. As the vessel is at present he cannot make any remarks.

Mr. V a n D r i e l, Naval Architect of the Shipping Inspection was heard. He also declared that the freeboard was twice revised with 17" and 14½". Most likely was the vessel considered at first as a spardeck vessel and afterwards as a Shelterdeck vessel. Finally it has been completely fitted as Flushdeck vessel.

At the request of the Chairman, prof. Taverne, if it was necessary to make the new regulations of Lloyd's Register retrospective, in connection with the freeboard, the witness replied that this type of vessels is no longer built and more attention will be given to it than formerly.

The witness said that the boiler casing complied with the Rules of 1904 and 1905. He pointed out that it was not indented and that this case could be left out of the question. The Chairman replied that this was out of the question but it was desirable to know if its plating was too thin.



The witness further stated that the freeboard marking had been controlled by Lloyd's Register and the Shipping Inspection.

The hatchcoamings were 18" but should have been after the revision of the freeboard 24".

Mr. R. L e e u w e n b u r g, Principal Surveyor of Lloyd's Register of Shipping, was heard, and said that the vessel had to be looked upon after the last freeboard revision as a completely closed Shelterdeck vessel. The vessel had been submitted for a few revisions; the last one in 1913.

In 1910 a request was received from the Owners to reduce the freeboard and there were no objections.

After the reduction of the freeboard had taken place, the Shipping Inspection complained about the height of the hatchcoamings, which according to them had to be increased from 18" to 24", as the "Anduk" was now a Flushdeck vessel. Lloyd's replied that the vessel had to be looked upon as a closed Shelterdeck vessel; that the Rules could not be considered as being retrospective; that the hatchways could remain under these conditions 18" in height.

Complaints about the boiler casing had only reached him recently. All attention had been paid to this boiler casing and Lloyd's would without any doubt have requested for compensation at the time of the revision of the freeboard if such had been found necessary. The necessity however did not exist.

He further declared that in his opinion the vessel could be looked upon as quite seaworthy before she undertook the voyage upon which she met with the heavy storm.

Mr. Leeuwenburg further stated that in the new regulations details for deckhouses were given, which was not the case before.



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At the special request of the Inspector of Shipping, Mr. Leeuwenburg replied that the damage to the vessel was principally confined to the deck houses.

Mr. A. M. Schippers, consulting expert, formerly Secretary of the Dutch Freeboard Commission, had written a letter to Lloyd's in 1910, in which he had stated that the complaints had reached him as regards the seaworthiness of the steamer "Andijk".

The witness could however not remember this, neither after the letter was read to him.

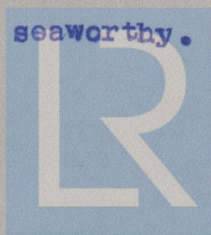
Mr. A. Schouwenaar, Surveyor to the German Lloyd, who was a Surveyor of Lloyd's in 1913, had dealt at that time with the steamer "ANDIJK", but he could neither remember anything about the case.

At last Mr. W. M. Meyer, Chief Inspector of the Holland Amerika Lijn was requested to furnish further information regarding the condition of the vessel.

He said that the boiler casing could be looked upon as practically undamaged. Some alterations had been made to the boiler casing, not on account of immediate necessity, but as it was considered advisable in connection with the Special Survey of the vessel. Lloyd's considered the boiler casing to be quite in order.

Mr. Wolkammer said however, that the boiler casing was indented.

Mr. Meyer further reported that he never heard any complaints about the steamer "ANDIJK", neither recently in consequence of the reports of Mr. Wolkammer before the Shipping Council, when various rumours were heard. Mr. Meyer had specially consulted various officers and he further referred to the distinct report of the Chief Officer, who had been present at the first enquiry, in whose opinion the steamer "ANDIJK" was completely seaworthy.



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Mr. W o l k a m m e r stated that in the whole shipping world, steamers of the type of the "ANDEK" have a bad name, and he would not mention the names of those who complain about it, for fear that they might loose their position.

The C h a i r m a n : "When you cannot give any names, the Council cannot attach any importance to your remarks.

Mr. W o l k a m m e r then mentioned the names of two officers who in 1916 in Amerika had refused to sail on board of the vessel for fear that they would load the vessel over her marking.

The enquiries made were hereupon ended.

The Inspector in Special Service at the Hague for the Shipping Inspection, Mr. V a n ' t H a a f f said, that after the very careful manner in dealing with this case, he had little remarks to offer, but he desired to point out that the assistant principal Surveyor, Mr. Wolkammer, could only have mentioned his opinion as a late master and that the criticism offered was meant towards the regulations, but not towards the manner in which they had been adopted toward for Shelterdeck vessels.

The conclusion of the Council will afterwards be taken.

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Brief translation of  
the report in the Amsterdam  
Paper Review enclosed  
B. J. Commensal

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