



Private &  
Confidential.

Willemskade, 11<sup>B</sup>,

Rotterdam. 25th February, 1926.

LLOYD'S REGISTER  
Recd. - 1 MAR. 1926

Ans. - 4 MAR 1926

LONDON

Dear Mr. Scott,

I am in receipt of your letter of the 22nd instant regarding the article which appeared in the paper called the "TELEGRAAF" attacking classification societies and particularly this Society in connection with the case of the s.s. "ANDEK", and I have most carefully noted the contents.

Mr. Wierdsma, the Chairman of the Holland Committee, will not be back before the beginning of next week and I had of course no opportunity to consult him, neither Mr. D. Rudig, who was also absent, whilst unfortunately Mr. Bernard Ruys had just left with his new steamer "Indrapoera" on her maiden voyage to Marseilles, when the article appeared in the Rotterdam Paper giving a brief statement of what had been said before the Raad of the Scheepvaart by the Assistant Principal Surveyor of the Scheepvaart Inspectie in this district, regarding the seaworthiness of the steamer "ANDEK".

In order to give all the particulars regarding this case it would lead too far at present as it maintains a whole history, which was entirely caused by the obstructions raised since 1910 by a local Surveyor of the Scheepvaart Inspectie.

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against the increased loading of shelterdeck vessels, and we have to look upon his statement as a personal opinion in which he never had any support from the side of his principals. In this instance he has carried it so far that I am certain that it will lead to a great trouble for himself.

Nevertheless the report in the "TELEGRAAF" was very grievous and was not correct in any way, as <sup>a</sup>the whole mixture was made of facts and it proved that he, who gave the particulars to the paper was not conversant with the Rules and Regulations regarding measurements and freeboard assignments.

In order to avoid any further reports in papers, I have written a letter to the "TELEGRAAF", which they have published, a copy of which I have enclosed herewith, and as the result of this letter I am certain that the "TELEGRAAF" will not continued taking up any further reports regarding this case without consulting officials.

Mr. Koning, the Member of the Holland Committee, wrote me that he was greatly satisfied with the letter I had written and that thereby all reports would be stopped, which was also confirmed to me whilst at Amsterdam yesterday.

With further reference to this case I may state that Mr. Van Driel, Secretary of the Freeboard Commission and myself had an interview with the Directors of the Holland America Line and I have examined with them the vessel and the whole of the damage was confined to the Deckhouses without disturbing any of the main structure of the vessel, which by this time has all been

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thoroughly repaired under our supervision, and Mr. Van Driel's report before the Chiefs of the Scheepvaart Inspectie is such that he declares that the vessel must have been seaworthy and fit in every respect, before she undertook her voyage across the Atlantic.

With regard to the 2nd paragraph in your letter, I have consulted Mr. Bernard Ruys, this morning, who had just returned and he agrees with me that the paper the "TELEGRAAF" (which is published in Amsterdam), although largely read, can be looked upon as a paper, which is always ready for sensatual reports, and that it will always be most difficult to prove libel in Holland against the reports in a paper and in the circumstances it is considered that no action should be taken by the Society, as our position stands too high to enter into proceedings against it.

The case is, however, not yet to an end, and decisions have still to be taken before the Raad of the Scheepvaart (the Shipping Council), and it is most likely that I will be called with Mr. Van Driel, to give the history of the freeboard assignment in the case of the steamer "ANDLJK", of which I have full particulars and there is no doubt or this matter will then be put right.

I may further state that the case will come before the Dutch Committee on their next meeting, which is proposed to be held within a few weeks, and in my opinion there is no doubt or Government interference by a local surveyor will then be properly considered and brought to the notice of the Chief Inspection and possibly to the Minister of State for that Department.

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Trusting that this will give you a general view of the situation at present.

I am, Dear Sir,

Yours faithfully,

*J. G. Greenburg*

A. Scott, Esq.

LONDON.

1 ENCLOSURE.



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