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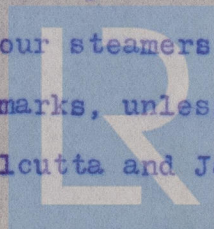
RUYS & CO.,
Steamship & Forwarding Agents,
7, Veerhaven,
ROTTERDAM.
18th February, 1926.

J. Howard Glover, Esq.,
c/o Messrs. Glover Bros.,
16, St. Helen's Place,
E.C.3.

Private

Dear Mr. Glover,

S.S. "ANDIJK". The withdrawal of this steamer's certificate of seaworthiness by the officials of the Dutch Shipping Inspection, has of course roused much interest in shipping circles, and I am approaching you, as being the Chairman of the Sub-Committees Of Classification, to kindly let me know your opinion for my private guidance. The ship was built according to Lloyd's specifications as an open shelter decker and later on changed into a closed shelter decker, also according to Lloyd's and really I cannot see the reason of the withdrawal of her certificate. The parts which were later on closed are of course not of the same strength as if the ship was originally built as a closed shelter decker, but I am of opinion that when an Institute as yours gives a certificate, they are absolutely convinced that the ship is seaworthy although I may at once state that the Rotterdam Lloyd has four steamers, also changed, which they never load down to their marks, unless they trade in the Eastern waters, f.i. between Calcutta and Java. But on the other



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W1262-0187 1/5

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hand, when one of these steamers is fixed home say with rice, steamer is loaded down to her marks, but with a quantity of bunkers, sufficient only to reach Port Said, after which she is sent from pillar to post.

One of the local gazettes writes translated as follows:

" Our Board of Trade
"The following is reported to the "Telegraaf".
"The lawsuit fought before the Court recently regarding the mishap to the s.s. "ANDIJK" on her voyage home in the Atlantic will certainly not fail to draw closer attention in wider circles than is usually the case when making investigations as to disasters.

"It demonstrates quite clearly the necessity of the continuous vigilance on the part of the Dutch Shipping Inspection towards foreign classification offices.

More or less frequently the remark is made that, as a matter of fact, the Dutch Shipping Inspection is a superfluous luxury seeing that there are classification offices of world-wide reputation, whose certificates do not require to be controlled once again by a Dutch Government Institution, not to speak of correcting.

If anything has ever given proof to the contrary, it is the case of the s.s. "ANDIJK" of the Holland Amerika Line, which according to the Dutch Shipping Inspection is not seaworthy, yet she is in possession of a local certificate, issued by an Institution on no less reputation than Lloyds, London.

Before the Board of Navigation, who of their own accord have ordered an investigation of this disaster - if we are well informed from correspondence with the vice-inspector who was heard as witness - the latter did not hesitate to speak in plain terms and - probably well informed by the crew themselves - declared emphatically that during the building of this vessel in England the regulations have not been strictly adhered to by Lloyds, most likely to enable the vessel to carry more cargo than her actual capacity, when still under British flag.

The "ANDIJK" is a so-called shelter deck steamer, that is to say that both fore and aft well decks are sheltered in order to put cargo in them. This would of course be no objection, provided it would have been taken into account during the building. Meanwhile this is evidently never done in England and the shelter deck left out of consideration because people there are interested in as small a net measurement as possible, as the expenses such as harbour dues and the like are charged on the net reg. ton.

When the vessel came under Dutch flag, this special interest did not exist any more, where the above mentioned charges are calculated here on the gross measurement. The Plimsoll mark was

W1242-0187 2/3

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however not corrected, probably because Lloyds Surveyors here did not dare to fall away from what their colleagues in England had done.

It is astonishing the Dutch Freeboard Commission have accepted this certificate from British hands without any objection, so that the action of above-mentioned inspector also goes against this Commission, which is entirely independent from the Shipping Inspection.

How this may be, the fights against the private classification offices so far behind the scenes will now be put in a clear light, and will most probably raise a good deal of trouble. The s.s. "AMDIJK" which is now repairing, will be reconstructed according to the Dutch Shipping Inspection regulations, so that for the future the mistakes of the British Institution cannot have detrimental consequences anymore."

which you no doubt will find very interesting, and which is as a matter of fact the chief reason I am approaching you.

You, might, however, already be acquainted with the above translation through Mr. Leeuwenburg, Lloyd's Representative here, but I considered same important enough to let you know.

Assuring you that I am keeping your information strictly private,

I am, With kindest regards,

Sincerely yours,

(Signed) J. Ruys

Please keep my remarks as to the Rotterdam Lloyd steamers private as well.



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W1242-0187 3