

ROTTERDAM, 8th March 1938.

Dear Sir,

In accordance with instructions I proceeded to Holland on the 3rd of March for the purpose of investigating certain complaints made by the General Steam Navigation Co. with regard to workmanship in vessel No. 161 building to their order by Messrs. Koster Hzn., "Gideon" Shipyard, Groningen.

On the 4th inst. accompanied by Mr. Leeuwenburg I visited the above shipyard and was introduced to :

Mr. Botje, Messrs. Koster's Technical Adviser,
Mr. Byleveld, Messrs. Koster's Manager,
Mr. Koster Jr.
Mr. Wehrmeyer, the Society's Local Surveyor,
Mr. Cozens, Local Inspector General Steam Navigation Co.

The vessel, which is fully plated, was examined throughout on the 4th instant and subsequent dates and the following remarks are offered :

No. 1 shell plate from aft in the 3rd strake below sheer on the portside (not an outer plate as described by Mr. Cozens) was examined in the shop and it was found that a narrow strip of plating had been welded to the aft end and that several rivet holes had been filled up with welding.

It appears that a mistake had been made in cutting the aft end of this plate square across instead of making an allowance for the curvature of the cruiser stern.

Mr. Wehrmeyer admitted that he had accepted these repairs and gave as his reason the fact that they were at the extreme end of the vessel and in a plate that was a very long one and otherwise in good condition.

The plate, however, was not considered satisfactory and it was recommended to be renewed.

No. 2 plate from aft in the 2nd strake below sheer (described by Mr. Cozens as main deck sheer) on port and starboard sides found to have had blind holes welded in way of the stringer angle for 3.1/2 frame spaces. These 2 plates, which were completely riveted, were not considered satisfactory and were recommended to be renewed.

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Mr. Wehrmeyer stated that the welding of the above holes had been effected between his visits to the yard and his attention had only now been drawn to it.

In the same plates of the sister vessel No. 162 a similar error has been made in punching. The shell plates and stringers in the vicinity are not yet riveted but Mr. Byleveld was informed that unless they could be satisfactorily adjusted there would be no alternative but to renew these plates also. Mr. Wehrmeyer was requested to give this matter his special attention.

One frame on the port side aft found to be lean for about 3 ft. Recommended this frame be partly released and a liner fitted.

The welding of a number of holes stated to have been unfair in one bilge plate on starboard side forward and in various other parts of both ships was examined with Mr. Wehrmeyer and Mr. Cozens and considered satisfactory.

With regard to the workmanship generally it should be stated that the rivet holes are punched slightly smaller than the actual size required and are afterwards rimmed out and countersunk and Mr. Wehrmeyer informed me that before the final bolting up is commenced he sees that the faying surfaces are properly cleaned.

The plating and framing appear to have been efficiently closed together and the rivets well laid up and with the exception of the above mentioned items, which are receiving attention, the vessels so far as proceeded with are in my opinion satisfactory.

Mr. Byleveld was requested to advise Mr. Wehrmeyer of any welding that is proposed to be put in hand and get his approval before the work is actually commenced and this request he readily agreed to.

I am, Dear Sir,
Yours faithfully,

The Secretary,
LONDON.

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1957-016972