

## Lloyd's Register of Shipping,

RECEIVED

3 JAN 1947

ANSB

Westerkade 5b,

Rotterdam, 11th January, 1947.

P. O. Box 701

Dear Mr. Sladden,

Copy of your letter of the 23rd ult. re  
m.v. "DEMOCRAAT" was forwarded to Mr. Wehrmeyer for his  
comments and I have now his reply.

communications to be addressed to  
THE SURVEYORS.

ference:

Vessel was under survey in January 1946. At  
that time the Surveyors could not state off hand the  
minimum requirements for auxiliary machinery, this matter  
then receiving consideration generally in connexion with  
geographical limitations. Thus the additional independent  
power pump and a second air compressor would have to be  
supplied at a later occasion.

Two independent bilge pumps were observed on  
board, each of 6 tons capacity and in order to increase this  
to 15 tons, as corresponding with a minimum bilge pipe dia.  
of 2 inches, Mr. Wehrmeyer maintained your recommendation of  
one more independent power pump.

Mr. Wehrmeyer has learned from the local B.V.  
Surveyor that their Rotterdam Office, in this case, considered  
the 12 tons capacity sufficient.

This case, as I see it, does not show a marked  
difference between B.V. Rules and the application of same,  
B.V. being formally right that the ship had 2 independent  
power pumps. On the other hand I think that Mr. Wehrmeyer  
was practically right when thinking that the pump capacity  
should also be considered. I have not the impression that  
on this point he sought advice from London. A peculiar thing  
is that an auxiliary compressor has now been placed on board  
and is driven by the auxiliary motor.

Mr. Wehrmeyer believes that the Owner has not  
given his exact motives to change over to B.V. but  
Mr. Wehrmeyer has not made any surmise.

The Groningen Owners of ex G.L. ships do not  
understand why the change over of class, made inevitable  
through a Government decision, should entail costs. B.V.,  
basing themselves on the principle that what was good for  
G.L. and has been giving satisfaction during years of service,  
is also good for B.V., have gained a great advantage on us.  
Mr. Ryneke of the B.V. is trustee of the late G.L. in this  
country and has taken in B.V. service two former G.L.  
Surveyors, one of the two being the ex G.L. Principal Surveyor.  
Further I have the impression that the B.V. Office at Rotterdam  
takes decisions without the preliminary approval of the Paris  
Office.

To be contd.-



We may soon hear a similar story about m.v. "ZWAANTIENA". In this case the deviation from B.V. Rules might appear more pronounced. The B.V. Surveyor has already been on board and it would appear that B.V. does not require a second compressor nor a second power pump. This ship has only one independent power pump and no bilge pump on the main engine.

I have compared your B.V. table with the B.V. 1946 Rules and find no differences in this matter.

Mr. Wehrmeyer during his early years at Groningen had to fight hardliving beliefs that L.R. for newbuilding required far more than other Societies. I think he won the fight. Now there seems to exist a similar bogey that with ex G.L. ships the L.R. Surveyors never end requiring more auxiliaries and alterations, involving expenses which the Owners consider unmotivated and which they can avoid by changing over to B.V.

From this explanation you will realise that in the case of ex G.L. coasters we have the odds against us. But I think we should not mind; the awe in which many Groningen Owners hold Lloyd's Register, is mixed with respect and attraction. On the other hand the Groningen Shipbuilders are appreciating more and more the presence of an active L.R. Surveyor.

With kindest regards,

Yours sincerely,

*J. van der Neel*

R.J. Sladden, Esq.,

LONDON.



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Foundation



R.S.

Also for Mr. Sladden to note.