



Lloyd's Register of Shipping,



All communications to be addressed to
THE SURVEYORS.

P.O. Box 701,

ROTTERDAM, 10th October, 1949.

Westerkade 5b

B.C. Classed Converted Landing Crafts
m.v. "ORCA"

RECEIVED

12 OCT 1949

ANSD.....

Reference: S

Dear Sir,

I thank you for your letter of the 27th ult. in reply to mine of the 13th and 23rd ult.

In the second paragraph of your letter you explain the practice as regards freeboards to ascertain service limits from the Owners. This is understood, also that the amalgamation leaves the assignment of freeboards to L.R. In the "Orca" case I have the impression that my first letters did not clearly enough explain the matter.

The Owners, from the beginning, were given to believe that Glasgow would assign "European Coasting Service" as identical to the Netherlands Government Zone "F". About this I have Mr. Auer's and Mr. de Bilt's verbal statements. The freeboard assignment from Glasgow, dated 9th February 1949 gives W.N.A. and Tropical freeboards, together with a 20 centimeter increase in summer draught for timber cargoes (the latter subject to the fitting of a poop and to stiffening of side frames).

This assignment obviously is erroneous. The B.C. records about this ship are not complete; important matters were sometimes treated verbally only.

The Owners desire the maximum limits of B.C. Coasting Service. The Dutch Shipping Inspection, considering vessel's L/D = 20 and its very short bridge had, in a letter, stated their willingness to assign Zone "E" if a slot was cut in the bridge side plating, thus setting in the bridge. Unfortunately the Shipping Inspection, on the accompanying plan had erroneously marked Zone "F" and, the bridge side plating having just been completed (even with the shell plating) the Owners were greatly perturbed.

They brought the case before the Shipping Court in May last, but their claim was dismissed. It was ruled that the vessel would be granted certificate for Zone "E" during the Convention Summer and for Zone "C" during the winter, in case the bridge side plating was left flush.

I have in our files copy of a letter from Mr. Auer to the Owners, running as follows:

"I have discussed this case with Mr. Smit, the Government's Naval Adviser..... In order to avoid further complications I suggest to accept Zone "E" and Timber freeboard certificate without deeper loading, while I shall suggest to Mr. Smit to adopt a medium between the points of view of the British Corporation and that of the Shipping Inspection, that is not to insist on having the bridge side plating slotted.

Rotterdam, 10th October, 1949.

In case my impression is right that you contemplate selling the ship to foreign flag, I suggest to carry out the B.C. requirements as regards reinforcements (of frames) and as regards the fitting of a poop (for deeper timber loading). In case of sale to foreign flag you may make use of the particulars given by B.C. as regards trade limits and freeboard assignment."

These B.C. particulars about trading limits, in the form of letters, cannot be traced. Mr. Smit did not follow Mr. Auer's suggestion. The bridge side plating remained flush. My suggestion in April last to lengthen the bridge in order to obtain Zone "F" from the Dutch Shipping Inspection was approved by Mr. Smit as a possible base of discussion, but was not followed by the Owners, who wanted to make some money before 1st November, when trade conditions in Zone "C" would become poor. Vessel sailed 13th September on trials, made a voyage to the U.K. and Baltic and struck a mine last week and was towed to Nakskov.

Our Interim Certificate ran: "B.S. for Service in the Baltic, North Sea up to 61° N., English Channel and Irish Sea during Load Line Convention Summer".

I may add that zones or trading limits are not entered as such on the Dutch Load Line Certificates, but on the National Certificate of Seaworthiness.

This is the situation and you will understand that we shall be glad to have your opinion as regards trading limits.

Groningen first entry report etc. was forwarded 5th October to Glasgow.

Yours faithfully,

J. van der Neel

The Secretary,
LONDON



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