

COPY

LLOYD'S REGISTER OF SHIPPING

UNITED WITH THE BRITISH CORPORATION REGISTER

71, Fenchurch Street, London, E.C.3

Telegrams: *Committée, Fen, London*

Telephone: *ROYal 3551 (6 Lines)*

29th August, 1952.

Dear Sir,

In reply to your letter of the 20th instant regarding the case of the motor tanker "GARD", we are sorry to hear that as a result of the possible strengthening of this ship the Owners appear to contemplate the change in classification of Helsingborg Werft A.B. Yard No.79 from L.R. to N.V. class.

You should take an early opportunity to impress on the Owners that the action taken by the Committee in regard to these ships follows, as indicated in the circular letter addressed to you, the serious structural failures which have occurred in three ships of this type classed with the Society, two of which broke in two, and also following investigation into the records of many others which have shown themselves prone to structural damage.

With regard to the tanker "GARD", the Copenhagen Surveyors' report has now been examined and in view of the condition and history of this ship it has not been considered necessary to recommend immediate stiffening at Copenhagen. You should, however, suggest to the Owners that it would be advisable to fit two intercostal girders port and starboard to the deck as a prudent measure in view of experience with this class of tanker.

We understand that the Norske Veritas are taking somewhat similar action with regard to the stiffening of Tankers of this type classed with them, and we are asking the Oslo Surveyors to ascertain and report the Norske Veritas requirements for stiffening transversely framed tankers.

A copy of this letter has been sent to Mr. Siggers at Gothenburg.

Yours faithfully,

Clerk to the
Classification Committee

S. A. Eide, Esq.,
BERGEN.

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