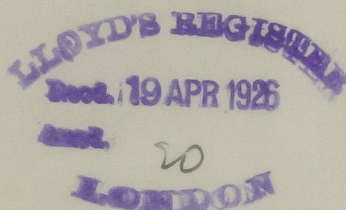




Lloyd's Register of Shipping.

3, Steinhoeft,

Hamburg, 17th April, 1926.

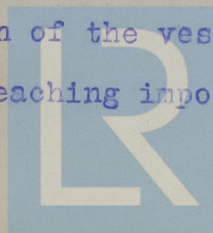


Dear Sir,

The twin screw cable steamer "NEPTUN" Messrs. Blohm & Voss' No 472, is now completed and ran trials successfully on the 15th instant.

Director Cohnemann and Director Engler of the Norddeutsche Seckabelwerke, Nordenham, the Owners of the vessel, also Dr. Frahm of Messrs. Blohm & Voss, and other Representatives of the Builders were on board and a question was raised as to how the record of classification for this vessel should be entered in the Society's Register Book. The vessel is intended to carry Petroleum in the cylindrical tanks and in the adjoining compartments between the shell and the cylindrical tank walls, and expansion trunks are fitted as is usual in oil tank vessels intended to carry petroleum in Bulk.

Both the Builders and the Owners are of the opinion that in view of the vessel being a newly developed type of Bulk oil carrier and cable steamer that the question of the correct designation of the vessel in the Society's Register Book is of far reaching importance in the case of this vessel.



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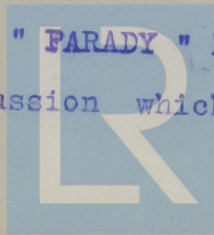
The Owners intend, when the vessel is not employed in laying cables, to charter the ship for the carriage of Petroleum and oils of similar character, including lubrication and fuel oil.

In the official letter of the 6th March, 1925, it is stated in the 2nd paragraph that on completion the vessel will be eligible to obtain the class 100 A 1 "Carrying Petroleum in Cylindrical Tanks" with the special notations "Cable vessel" and "Longitudinal Framing".

This designation, it was pointed out, conveys the impression that the carriage of oil is limited to the cylindrical tanks and brings the vessel into the same category as vessels which have been built as ordinary cargo vessels and subsequently adapted for the carriage of oil cargoes by fitting cylindrical tanks in the hold spaces.

The Owners and Builders take the view that the vessel's classification should clearly indicate that the vessel is a bulk oil carrier in an unrestricted sense, and I have been requested to submit for the consideration of the Committee a proposal, that the classification as assigned might be 100 A 1 "Carrying Petroleum in Bulk" with the special notations "Cable vessel" and "Longitudinal Framing".

The classification given in the Register Book in the case of the cable steamer "PARADY" has been brought to my notice in the discussion which took place



regarding the present case.

I shall be glad to be informed whether the Owners' and Builders' wishes may be agreed to and the classification recommended on the First Entry Report to be sent at an early date, modified as indicated above.

I am, Dear Sir,

Yours. faithfully

rs. faithfully
A. Christensen

The Secretary,

LONDON.

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Referred to the Chief Ship Surveyor,
and the Chief Engineer Surveyor.

19 APR 1926

for Mr. Mayne
to note

Spl

Yours faithfully,
J. H. B. B.

I am, Sir,

LONDON

The Secretary



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