

# Lloyd's Register of Shipping.

Address:  
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LLOYD'S REGISTER  
Recd. 13 AUG. 1925  
Ansd. 14  
LONDON

Bergen August 10th. 1925

Secretary,  
Lloyd's Register of Shipping,  
London.

I beg to acknowledge the receipt of your letter of the 9th. inst. with enclosures, respecting the steamer "Lilly Margrethe" and I have carefully noted the contents of same.

Replying to your letter I beg to state that on Sunday the 12th. of July, I found in my post box a letter from the owner, dated the previous day, informing me that this vessel was effecting damage repairs at Haugesund and that these repairs would be finished on Monday the 13th.. He further stated that he had made several vain attempts to find me and that he did not know who was the Lloyd's Surveyor at Haugesund.

Understanding from his letter that there could not be much of importance to examine, repairs being about completed, I let my son proceed to Haugesund in the evening.. When he arrived there on Monday morning he found the repairs about completed alright and the tail shaft, which had been drawn, also in place again.- He asked the owner's superintendent why I had not been called in before as she had already been under repairs a week and he told my son in the presence of the master that he had asked the owner on the previous Wednesday, when he also was at Haugesund, to call me in.. A couple of days afterwards in the presence of the superintendent at Haugesund I stated to my son that he had asked several Shipping people, also the

Lloyd,s Agent the name of the Lloyd,s Surveyor but no one could give him the desired information, he stated,(Of course I am well acquainted with them all) and this in spite of the fact that the vessel was under repairs at Haugesunds Mek. Verksted, where I so very frequently ~~was~~ <sup>have</sup> been on duty as this Society,s Surveyor and in spite of the fact as above that his own superintendent had requested him to call me in, and he not contradicting him.--

That he has in vain <sup>a</sup> searched for me I have only his own word for it.-- It is the first time since i became the Society,s servant that anyone has failed to find me and he evidently had his own reasons for ~~writing me~~ <sup>delaying</sup> writing me till the very last moment.- Even if not in the office at the moment anyone can get me at any time by using my private telephone.--

While at Haugesund the superintendent made a remark to my son that he was late but added "Better late than never" and he expressed the hope that everything would be alright, as he, the superintendent, had seen everthing in order to which my son replied that the propeller shaft, having learned, not from him, that same had been welded on electrically in way of sternbush, should have been examined before any repairs had been done to same.-- At the last visit on board at Fane near Bergen on the 15th., when the owner also was on board, he remarked to my son that he hoped that there would be a good report on the vessel and that the report would state that the propellershaft had been examined and found in good order to which my son replied that it would be reported that the shaft had been drawn and repaired but not examined and he was also informed that the Survey would most likely <sup>be</sup> found not in order.-- The owner stated that the shaft was drawn in for convenience on account of the damaged propeller but he did not mention that repairs had been effected to same.--

My son observed during his visit on board at Haugesund that the Donkey Boiler had been shifted in order to fire same from the forward end of the engine room, but he did not give this matter any attention as he knew from the certificate on board that the Donkey boiler was out of comission.-- When adjusting the ~~xxxx~~

safety valves on the main boiler he was also asked to adjust the Donkey Boiler ~~the~~ safety valves and he informed then the owner, who was also present, that he could not deal with the Donkey boiler and that it would be at their own risk that they used this boiler ~~and~~ to which the owner remarked that he did not care and that he could easily class her with Det Norske Veritas or German Lloyd, to which remarks my son did not reply.-- The owner at the same time stated that the ~~lead~~<sup>lead</sup> of the Donkey boiler funnel had been altered but as the vessel was bunkering at the time no examination of this alteration could be made and my son did not at that time know the reason why~~x~~ the Donkey Boiler was placed out of commission.--

In ~~conclusion~~ conclusion I will add that I am sorry that the owner has brought this trouble over himself but he has certainly himself to thank for it and it was my son's impression when he spoke with him that he ~~seems~~<sup>seems</sup> to have rather a guilty conscience when he stated that he did not know who was the Surveyor to this Society and that he could not find him.--

With reference to an eventual reinstatement I should think that ~~it~~ in this instance <sup>it</sup> should be alright that the ~~lead~~<sup>lead</sup> of the Donkey Boiler funnel be examined on the vessels return from Iceland.-- With regard to the tail shaft, not having seen same before the electric welding I can of course give no opinion.--

It may be well at <sup>same</sup> the time to state that my son learned from the Hugesunds Mek. Verksted that they had an order for a new tailshaft for this vessel.-- I subsequently informed the owner that it would be necessary to have the new shaft made from material tested by the Society's Surveyors and under their inspection.-- A few days afterwards I received a letter from Hugesunds Mek. Verksted that they had a new shaft made ready for "Lilly Margrethe" and test pieces cut out of the material and they asked me where these could be tested.-- I replied these test pieces could not be approved and referred them to the Society's Rules regarding Shafting and testing of Materials.--

I have since then learned that this shaft is made from an old shaft of larger dimensions that has been condemned from an old steamer.--

Lastly I will add that this vessel was also under Survey at this Port a couple of months ago when certain engine repairs were carried out but the owner failed to call me in.--

I am, Sir,

Your most obedient servant,

*S. A. Eide*

Surveyor to Lloyd's Register of Shipping.



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Foundation

Referred to the Chief ~~S~~ Surveyor,  
and the Chief Engineer Surveyor.

RAM  
13 AUG 1925

Also for Mr. S. A. Hill to note.  
Also for Mr. Mayne to note

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