

ARL M. IVERSEN A/s
SKIBSMÆGLERE

AMPSKIBSEKSPEDITION - BEFRAGTNING
SPEDITION - ASSURANCE
HAVARIKOMMISSIONÆRER

GODSRUTER TIL UTLANDET

- BERGEN - GÖTEBORG
- BERGEN - MALMO
- BERGEN - STETTIN
- BERGEN - HAMBURG
- BERGEN - LUBECK
- BERGEN - BREMEN
- BERGEN - DANZIG
- BERGEN - KÖNIGSBERG
- BERGEN - ANTWERPEN
- BERGEN - PETROGRAD
- BERGEN - RIGA
- BERGEN - LIBAU
- VISE - VERSA



Bergen (Norge) den ~~11/8~~ 1925

TELEGR.ADR.: „IVERS“
POST BOX 14, BERGEN

TELEFONER { 0523 = 1314
5840 = 4478
2361 = 4699

CODES { WATKIN'S
SCOTT'S
SEEDIENTSCHLUSSEL
BALTIC

AVDL.

The Secretary,

Lloyds Register of Shipping,

London E.C. 3.

Dear Sir,

S/S "Lilly Margrethe"

We have received the following letter from Lloyd's Surveyor

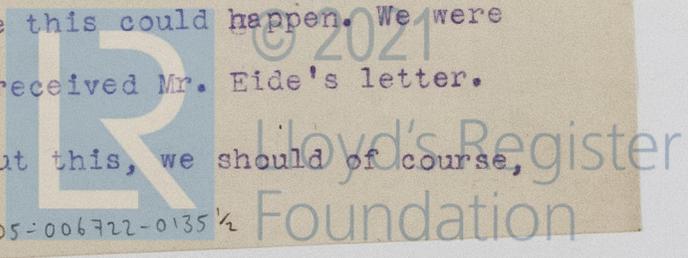
S.A. Eide Bergen:

"LILLY MARGRETHE" With reference to the survey held on this steamer
"at Haugesund, I beg to inform you that I have just received a
cablegram from the Headoffice, London, informing me that this
"vessel's class has been expunged from the Register Book with
"a red line, meaning non-compliance with the Society's Rules"

As far as we understand Mr. Eide, the ship has been expunged owing
to he having had no opportunity to examine the propeller shaft
and donkey boiler during the repairs at Haugesund last month.

We enclose a translated copy of our letter to Mr. Eide,
from which you will see, that we have done everything to get in
touch with him and notify him of the repairs, but during two days
he was not in his office.

During the survey at Haugesund Mr. Eide never mentioned
that he would take steps to get the steamer expunged from Lloyd's,
he did not even hint that anything like this could happen. We were
therefore very much surprised when we received Mr. Eide's letter.
Had he given us the slightest hint about this, we should of course,



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The Secretary, Lloyds Register of Shipping. London.

without consideration to extra expenses, have had the shaft drawn out again and the boiler reopened for examination. It would have saved us this most unpleasant surprise and also saved us a lot of trouble with underwriters and charterers.

The Donkey Boiler was, during Mr. Eide's survey, going through pressure test and our technical consultant - who is also surveyor to German Lloyd and was superintending all the repairs at Haugesund - reports that the boiler showed no leakage or irregularity whatsoever during the test of 10 atoms. Neither Mr. Eide had anything to say, except that the donkey boiler, according to Lloyd's was put out of use and that he would write Lloyd's to learn why. Otherwise, Mr. Eide only informed us that Lloyd's would examine the condenser within two months, same having shown some leakage during the test. Our consultant reports that this leakage was afterwards repaired.

The main boiler, hull and machinery as well as the shaft, the latter having been in bench for straightening, was carefully examined by our consultant, who by request of the underwriters has certified that the ship, hull and machinery etc. was in good and secure condition after the repairs and that he had the best opportunity to control this during the voyage from Haugesund to Bergen.

As far as we know, no Norwegian owner has received a treatment like this before and we sincerely hope you will reconsider your decision. We propose that the donkey boiler be examined by you as soon as the ship in next month return from Iceland, where she is now engaged in the fishing, and that the shaft be examined at the first opportunity, say within six months.

We have informed Mr. Eide that we have written you directly.

Yours faithfully,

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

TAM

4 AUG 1925

Also for Mr. S. A. Hill to note.
Also for Mr. [unclear] to [unclear]

CMS
4-8-25

11/10/25

[The main body of the document contains several paragraphs of text that are extremely faint and difficult to read. The text appears to be a technical report or correspondence, possibly related to a ship's condition or survey. Some words like "The engine", "The boiler", and "The hull" are faintly visible.]

11/10/25

