



Lloyd's Register of Shipping,

3, Steinhoeft,

Hamburg, 22nd Jan. 1938.

15 REGISTER
124 JAN 1938
LONDON

Reference

Dear Mr. Scott,

You will remember that Messrs. Lübecker Maschinenbau Gesellschaft, Lübeck, are building three ships for Messrs. Knöhr & Burchard Nfl., of this Port, and that these vessels were to have the class of the Germanischer Lloyd and of this Society. A short while ago Mr. Aldag, the Owner of these ships, informed me that the Germanischer Lloyd were refusing to accept the ships as the scantlings approved by Lloyd's Register did not comply with the requirements of the Germanischer Lloyd. In particular the position related to the first 2 ships which were only to have our class originally and plans for which were therefore only approved by this Society and the first vessel No 367 is now about one third constructed and work is in preparation for the second ship Yard No 379.

The position of the Owner's point of view is therefore rather difficult as the Germanischer Lloyd class was considered to be compulsory, but I am now informed by Mr. Aldag that he has managed to obtain the permission of the Berlin Authorities to class these two vessels with Lloyd's Register only, and it was confirmed on a visit I paid to Lübeck yesterday that this position has now been made quite clear to the Builders.

With regard to the third ship Yard No 381 the position as I understand it is that the additional requirements to comply with the Germanischer Lloyd Rules will

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W1183-0230 1/2

be discussed by the Builders with the Germanischer Lloyd in Berlin in the course of a week or so and of course as far as we are concerned, if it is agreed to add material to the ship over and above our requirements there is no difficulty and the vessel may have the dual class of the two Societies. Complications may however arise as regards the resulting effect of this on the deadweight of the ship as far as the contract is concerned and I have asked the Builders to inform me as to the results of their discussions with the Germanischer Lloyd in Berlin as soon as possible as it may be that the additional cost to the Owners may involve some further consideration of dual class.

In this regard it was explained to the Builders that we could possibly arrange some alterations to the present design, particularly as regards the introduction of welding instead of riveting as now intended to decrease the weight of the ship. With regard to the difference in the scantlings the Owner informed me that the principle objections to our approved plans were: the main frames were too light, the ice strengthening was not sufficient and solid floors were required on every 3rd frame instead of on every 4th frame as already approved, and some suggestions have been made to the Builders on these points which it was thought would assist their discussion in Berlin.

With kind regards,

Yours sincerely

Malcolm K. Scott, Esq.,

LONDON

AMM



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