

Messrs. Knohr & Burchard, Hamburg, have ordered a cargo vessel of about 3,200 tons gross from the Lubecker Maschinenbau Gesellschaft, Lubeck, and this vessel was contracted for by the Owners with the Society's classification. The vessel is now partly built. Payment for the ship is being made by the Owners with assistance from the German Government, and Director Aldag, of Messrs. Knohr & Burchard, informed me that, although he prefers to build to the classification of Lloyd's Register, he is compelled to have the classification of the Germanischer Lloyd in addition to that of this Society in order that his Firm may comply with certain requirements made by the Government in connection with the Government grant. The attitude of the official departments at Berlin is that German Owners should build their vessels to the classification of the Germanischer Lloyd, and according to the information I have on the subject Germanischer Lloyd classification is now obligatory if Government assistance is given to a German Owner.

A sister vessel has also been contracted for by Messrs. Knohr & Burchard with the same Builders, and this vessel is also to be built to the classification of Lloyd's Register.

Director Aldag discussed the question with Mr. Johnson and me as to whether some relief could be given in connection with classification fees through arranging for a reduction in the amount of the classification fees for these vessels.

The Germanischer Lloyd has been approached by the Owners regarding the same matter, and that Society has

stated that if Lloyd's Register is prepared to reduce the fees for a vessel having dual classification the Germanischer Lloyd would be prepared to reduce their fees to the same extent as Lloyd's Register. Director Aldag was informed by us that any arrangements to reduce the Society's fees would require to be put before the Committee and their sanction obtained. He requested me to take this matter up on his behalf when I returned to London.

The question of reducing fees in the case of vessels having dual classification has been raised on several occasions by German Firms. Up till now no reduction has been made in the case of any vessels having the dual classification of this Society and the Germanischer Lloyd, except in the case of two tankers built for the German flag which are owned by the Deutsch-Amerikanische Petroleum Ges. These vessels are the motorships "FRIEDRICH BREME" and "PAUL HARNEIT" which were built by Messrs. Deschimag at Bremen and Messrs. Schichau at Elbing. It will be recalled that in the case of these two vessels the Committee agreed to accept a lump sum payment of Rm.18,000 for the classification of the hull and machinery, this amount being inclusive of travelling expenses.

On comparing the amount of the fee charged in the case of these two ships with the fees paid in the case of a vessel of practically the same dimensions recently completed by Messrs. Krupp Germaniawerft, Kiel, the m.s. "HENRY DUNDAS", I find that the fee of Rm.18,000 represents a reduction of approximately 25% on the total inclusive fee for the classification of the hull and

machinery of a vessel of this size and type, including the usual amount which would arise out of the fees for the testing of the materials used in the construction of the hull and machinery.

My conversation with Director Aldag indicated that the Owners wished to obtain a concession somewhat more than the 25% stated above. If the Committee were to agree to a concession being made to Messrs. Knohr & Burchard it would be in my opinion ^{the} be necessary to consider/further question as to whether the same concession could also be made to other German Owners. The more important German Owners who build vessels to the Society's classification are Messrs. Waried Tankschiff Rhederei and Messrs. Atlantic Tank - Rhederei.

In view of the pressure which is being exercised by Government Departments, assisted by the Germanischer Lloyd, on German Owners, it is my opinion that it might be advisable for the Committee to take account of the changes which have taken place in the last few years in regard to classification questions in Germany, and consider favourably the request which has been put forward to have a reduction of the amount of the classification fees which would be charged on the basis of the scale of fees in force in Germany in the case of vessels which are to have the dual classification of this Society and of the Germanischer Lloyd.



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