



Lloyd's Register of Shipping.

28¹, Sankt Annæ Plads,

Copenhagen, K. 1st March, 1939.



All communications to be addressed
THE SURVEYORS
Lloyd's Register of Shipping,
Copenhagen, K.

Reference

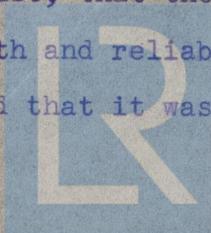
E.

Dear Mr. Scott,

I have to acknowledge the receipt of your official letter of the 23rd ultimo with enclosed copy of one sent to Messrs. Burmeister & Wain of this port relating to the engine proposed for installation in Messrs. Aalborg Værft's Yard No. 64.

Further I have received a copy of the Owners' letter to you dated 25th February and as I supposed that the Owners might be under some misapprehension as regards the Society's position in this matter and also regarding the consequences of giving their written consent to the use of Bessemer steel for the transverse beams of the welded bed-plate I yesterday went to see the Owners' Representative Mr. A. Christiansen, Chief of their technical department.

I have now tried to make Mr. Christiansen understand that the Society is not acting on behalf of the Underwriters or of anybody else, that the Society has satisfied itself as regards the strength and reliability of the Differ-dinger beams in question, and that it was only out of regard to



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the Owners that the Society required that these should be fully informed of all the circumstances.

With reference to the use of Bessemer steel this was against the Rules and, when in this and other special cases the Committee judged that the circumstances were such that a deviation from the Rules was justified, it was customary to request the written consent of the Owners and others who had contracted for an engine or a ship on the basis of the Society's Rules. Of course it could not be denied that this procedure apparently was introduced for the double purpose of 1) making sure that the Owners had been informed of and agreed to the deviation and 2) to cover the Society against any future charge of neglect. I also explained to Mr. Christiansen that he did not undertake any risk or relinquish any right by signing a letter to that effect.

Mr. Christiansen agreed that it was only correct and fair that the Owners were informed of the circumstances of the case, and so far he could follow Lloyd's Register, but on the other hand he found that, when he had acknowledged this information and still was willing to accept the engine, it would be evident that he agreed to the use of Bessemer steel, and therefore thought it unnecessary to issue a special declaration to this effect.

He had absolute confidence in the engine himself, and he would like to have the engine, but he did not like the idea of issuing a declaration, and on this point he found that

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L.R. was far too particular. He had now for many years co-operated with the G.L., and he felt sure that a similar demand would never have been put by that Society in a case like this.

Mr. Christiansen said that before writing his letter, he had tried to get in touch with me, but unfortunately I was absent from town in those days, otherwise the letter might have been a little different, but in any case he thought that his letter would be taken as an intimation of the Owners' desire to accept the engine after being informed of all the circumstances.

Yours faithfully,

Chilone

SERVER TO LLOYD'S
REGISTER OF SHIPPING

Malcolm K. Scott, Esq.,
LONDON.



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Revised to the Chief Engineer
Surveyor

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It is submitted in view of this
the statements made in action is
calls for no further than advising
necessary otherwise that the
new amendments will be accepted. S. & P.



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