

Lloyd's Register of Shipping.

3, Steinhoeft,

Hamburg, 2nd May, 1925.

LLOYD'S REGISTER

Recd. 4 MAY. 1925

Ans. 4

LONDON

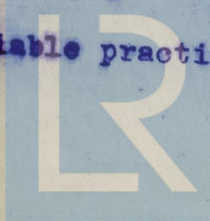
Dear Sir,

I have to confirm cablegram received this morning reading as follows:-

! STADVLAARDINGEN YOUR TELEGRAM NOT CLEAR STOP HAS VESSEL ACTUALLY SUSTAINED DAMAGE IN LAUNCHING OR HAVE YOU GOOD REASON GROUNDS FOR BELIEVING THAT SHE HAS STOP YOUR REASON DOES NOT APPEAR CONCLUSIVE STOP SOCIETYS RULES DO NOT REQUIRE A VESSEL TO BE DRYDOCKED AFTER LAUNCHING AND BEFORE DELIVERY AND AS MANY VESSELS HAVE BEEN BUILT AND LAUNCHED BY FLENSBURG SHIPBUILDING COMPANY WE DO NOT UNDERSTAND YOUR RECOMMENDATION WITHOUT FURTHER AND FULLER PARTICULARS STOP SOCIETY NOT CONCERNED AS TO WHETHER RISK IS BUILDERS OR OWNERS BUT SIMPLY WITH EFFICIENCY OF VESSEL STOP IF OWNERS HAVE NOT YET TAKEN DELIVERY OF VESSEL SHOULD NOT YOUR RECOMMENDATION IF IT IS NECESSARY BE MADE TO BUILDERS REPLY FULLY "

I sent an explanation of the action taken in this case in my yesterday's letter but considered it advisable to add the following further remarks:-

It cannot be stated that definite damage was sustained at the time of launching but in view of the special conditions which prevail in the Baltic it cannot be definitely stated that no damage was sustained. Further, it has always been the invariable practice of the Flensburg



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yard to dock their vessels after launching and before delivery.

Mr. Priess, who made this recommendation to the Builders in the present case, was formerly Yard Manager of this yard and has a very intimate knowledge of the conditions there in addition to a wide experience as a Surveyor to this Society. Mr. Priess pointed out to the Builders that from his past knowledge and experience and in view of the size of the vessel he was not prepared to state that the bottom was in a sound and efficient condition without making an examination in drydock. Further, that before a record of survey could be made the vessel would require to be drydocked for examination but that this could be made at Hamburg or Rotterdam as there is no suitable dock at Flensburg.

An explanation of the recommendation being made direct to the Owners will be found in the correspondence attached to my yesterday's letter and I may add that part of the difficulty in the present case arises from the fact that the Owners and the Builders are practically one and the same Company, the Flensburger Schiffsbau Gesellschaft and the Halcyon Line being controlled and owned by Messrs. Thyssen.

I may add that responsible Shipbuilding firms in this country are all united in the point of view that a vessel should be examined in drydock after launching and prior to delivery and the experience of the Society's Surveyors in this country is that the strains to which a vessel is subjected at the time of launching and the liability to set up bottom and fore end plating and to start the riveting fully justifies the practice being

followed out as an invariable one.

I am, Dear Sir,

Yours faithfully

W. Chichester

The Secretary,

LONDON.



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registered with the Charity Commission

Referred to the Chief Ship Surveyor.

as

4 MAY 1925

Also for Mr. Mayne to note

Sub

W. J. Mayne

Yachtmaster

I am, Dear Sir,

one elaborate one.

LONDON.

SECRETARY

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