



Lloyd's Register of Shipping,

Norra Hamngatan 6,

Gothenburg, 25th May, 1938.

LLOYD'S REGISTER
Received
26 MAY 1938
Amst.
LONDON
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The Secretary,

LONDON.

Dear Sir,

With further reference to your letter dated the 12th instant relative to the case of the M/S "HÖEGH SILVERLIGHT", I beg to acquaint you that I proceeded to Oslo on the 23rd instant and had an interview with Mr. Leif Höegh yesterday morning the 24th instant.

I regret to have to inform you that Mr. Höegh has decided to transfer the class of this vessel to the Norske Veritas and that he has already issued instructions regarding the matter. He further informed me that the survey for classification in the Norske Veritas had been completed.

In reply to my question why such a course had been decided upon, Mr. Höegh stated that the Norske Veritas were prepared to accept the scantlings and arrangements at present in the deep tanks in the "HÖEGH SILVERLIGHT" without any further strengthening being required if mineral oil was carried in them. It was therefore more economical for him to transfer the class to that Society than to fit the extra strengthening required in accordance with the Rules of this Society.

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I had a long discussion regarding the matter with Mr. Leif Höegh and with Mr. Carl Höegh, the Head Superintendent, during which it was stated that there were other reasons why Mr. Höegh had come to this decision and, in particular, the following were mentioned.

Mr. Leif Höegh was very disappointed in regard to the matter of the rejection of the steel for Messrs. Odense Yard No. 66, the M/S "HÖEGH RAY", which had delayed the delivery of the vessel four months and had caused him a loss of £ 25.000, and he was dissatisfied with the outcome of his visit to the London Office last year in connexion with this case.

The rejection of the sternframe and rudder castings for Messrs. Burmeister & Wain's Yard No. 637 had caused a delay in the delivery of this vessel of two months. Mr. Leif Höegh agreed that this matter had arisen after he had decided to transfer the class of the "HÖEGH SILVERLIGHT", but it naturally has a bearing on his attitude towards this Society's classification. Mr. Höegh was informed that the Committee were very anxious that everything should be done to try and avoid a repetition of this trouble and that Mr. Ripley, the Society's Principal Surveyor for Steel, was now in Sweden investigating this matter.

Mr. Carl Höegh referred to a misunderstanding which seems to have arisen regarding the deep tanks of the "HÖEGH MERCHANT" and the "HÖEGH TRANSPORTER". It appears that a statement made in the Secretary's letter dated the 23.4.37 that these tanks were suitable for the carriage of vegetable oil when partly filled, was revoked in the Secretary's letter dated the 11.4.38. Mr.

Høegh gave me to understand that in these two vessels and also in the "HØEGH CARRIER" and "HØEGH SILVERSTAR" the Norske Veritas would accept the existing arrangements even if the tanks are partially filled, and that in the case of the last named vessel this Society required a considerable amount of additional strengthening in the after tank if mineral oil is to be carried therein. Mr. Høegh stated that the question of slack tanks in the above four vessels becomes of importance when they are engaged on a cargo liner trade and had to make journeys with the tanks partially filled. At the moment these vessels had been placed on another trade, but the question might arise again when and if the vessels reverted to the cargo liner traffic.

Mr. Leif Høegh pointed out that, as a Norwegian Shipowner, he had hitherto been very loyal to this Society and that prior to the placing of his recent orders for two ships at Flensburg and Hamburg, which are to be classed with the Norske Veritas, all his vessels had been classed with us. He further stated that he had no intention at present of transferring any other of his existing vessels to the Norske Veritas' class, but if a similar position should arise in connexion with any of them as has arisen in the case of the "HØEGH SILVERLIGHT", he would not say what might happen. Mr. Høegh pointed out that it was not an easy matter for him to withstand the criticism of his own countrymen who were accusing him of lack of patriotism in classing so many of his vessels with this Society.

Needless to say I pointed out that most of the happenings referred to by Mr. Høegh might have occurred if the materials had been inspected by another classification society's surveyors, to

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which Mr. Høegh agreed. It was also pointed out that the Society's requirements were based upon a wide experience and Mr. Høegh appreciated that our Rules must be adhered to, but he also thought that the Rules of the Norske Veritas in regard to the carriage of oil in deep tanks had proved satisfactory.

Mr. Høegh was reminded that this Society's Surveying Staff throughout the world provided a service unrivalled by any other Classification Society and he replied that he quite understood this and preferred to have his vessels classed with this Society.

I am, Dear Sir,

Yours faithfully,

S. Townshend.



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Lloyd's Register
Foundation

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

Handwritten initials

26 MAY 1938

also for Mr. Shadden to note.

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