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Lloyd's Register of Shipping,

71, Fenchurch Street, E.C.3.

BY AIR MAIL

24th May, 1950

Dear Mr. Bennett,

I have your letter of the 26th ultimo with its enclosures respecting the Steamer "SOVAC ASTRAL", the contents of which have been investigated by the Chief Engineer Surveyor's Department. The view taken is that the word "Lloyds" suggests to the public in general and to Surveyors who have not access to the certificate that the article, in this case a generator, has been made under the survey of Lloyd's Register and fully complies with the Society's requirements.

With regard to the second paragraph of your letter it is agreed that only the certificate has legal value, and while it is not the Society's concern to ensure that the exact terms and limitations of the certificate are fully appreciated by outside parties, it is thought advisable to avoid the use of the name "Lloyds" on any article which has not been made under the survey of the Society's Surveyors even if this is found to be acceptable.

No objection can be taken to the revised form of identification as per the certificate you forwarded relating to Hull No. 575. In order to achieve uniformity in practice, however, the following stamping is to be incorporated in the new edition of instructions



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to Exclusive Surveyors, namely:-

Port	=	Port issuing Certificate
No. L.R.....	=	Serial No. of Certificate
Test Press.	=	Hydraulic Test Pressure
WP.	=	To be inserted only if approved from scantlings.
Surveyor's initials.		Date

In addition the following note is to appear in the instructions:-

"The Certificate issued on Rpt.10 should be confined to the precise details of the survey carried out and it should be definitely stated at the end of the certificate what further requirements, if any, are necessary before the article can be fitted in a classed ship."

To illustrate the necessity of the above procedure, a case which is now causing considerable inconvenience can be quoted, viz:

The Society's Surveyors were called in to examine and hydraulically test three boilers which were not made under survey, no plans were available and the scantlings, working pressure and ultimate use were unknown.

The certificate issued on Rpt.10 was a model of guarded wording and the stamping of the boilers was all that could be desired, i.e. confined to Serial No., test pressure, Surveyor's initials and date.

The buyers without asking advice from the Surveyors or Consulting Engineers, accepted these boilers as fully complying with the Rules for fitting



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in a classed vessel and proceeded to install them for supplying steam to steering gear and other essential services.

The Certificate issued would clear the Society of any legal liability as far as the purchase was concerned, but it is considered that if a note had been made as indicated at the end of the reports, a certain amount of assistance would have been rendered to the buyer, and he might have appreciated the necessity of obtaining data or plans for the assignment of a suitable working pressure for the boilers.

With kind regards,

Yours sincerely,

Wm. Bennett, Esq.,  
NEW YORK.



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