TELEGR.-ADRESSE: LLOYD'S REGISTER, STEINHOEFT, HAMBURG.

TELEPHONE: 36 42 35.

4 encl.

# Lloyd's Register of Shipping.

3, Steinhoeft,

Hamburg, 26th Jan. 1937.

LLOYD'S REGISTER
27 JAN 1937
Ansd. 1/2
LONDON

*Reference*

Dear Sir,

Messrs.John T.Essberger G.m.b.H.,Hamburg(Atlantic Tank Rhederei G.m.b.H.) have placed an order with Messrs. Howaldtswerke, Kiel, for a single screw cargo vessel which is to be in all respects a duplicate of the single screw motor cargo vessels "BELGRANO",№ 71460 in the Register Book, and "MONTEVIDEO", № 80404 in the Register Book. I understand that Messrs. Howaldtswerke agreed to accept the order on the distinct understanding that the new vessel, which is to be built as Messrs. Howaldtswerke's Yard № 765, will be built as an exact duplicate of the two vessels recently delivered by Messrs. Howaldtswerke for the Hamburg South America Line. The "Belgrano" and "Montevideo" were built under thesurvey of the Germanischer Lloyd and the new vessel, which is to be built for Messrs. Essberger, will also have the Germanischer Lloyd class. Negotiations have taken place with Messrs.Essberger with a view to arranging for dual classification and I called on the Owners last week and discussed the matter with Herr Renlinger. The position is that Messrs.Essberger wish to have the Society's classification, but all expenses in connection with the Society's classification will have to be borne by the Owners. The Builders have intimated that alterations to scantlings in the main structure of the hull or in the machinery arrangements would involve a dislocation of their programme of work at the yard as the working drawings for the two sister ships and the material orders are to be used in connection with the building of Yard № 765. I therefore arranged with Messrs.

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Essberger to obtain copies of the plans of midshipsection, profile and decks, sternframe and rudder and these are being enclosed herewith in order that the plans may be examined along the lines indicated above with a view to deciding whether this vessel could be accepted for class + 100 A 1 in the Society's Register Book. I have also informed Messrs. Essberger regarding the arrangements for the testing of materials. The procedure in regard to the testing of materials will be identical with what has been adopted in the case of the tankers with dual classification built for the Waried Tankschiff Rhederei, i.e. all rolled material will be tested by both Societies and each Society will receive testing fees for 50% of the material. Forgings, castings, anchors, chain cables etc. will be tested by both Societies and each Society will be entitled to charge the ordinary testing fees. Arrangements will be made whereby the testing is carried out simultaneously by the Surveyors to this Society and the Surveyors to the Germanischer Lloyd, and in this way additional costs for the preparation of extra test pieces will be avoided.

As the Builders are now sending out the orders for material of the new vessel to the steel mills and steel works an early decision regarding the vessel's classification is very necessary in order that arrangements can be made to have the material ordered with the test certificates of both Societies. This should not cause any difficulties as deliveries of material will not take place for 2 or 3 months at the earliest.

The motors for the sister vessels are a standard MAN design and it is not anticipated that any difficulties will arise regarding the machinery arrangements, but I am obtaining full particulars regarding the engines and also plans of crank, line and screw shafting. These particulars

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and plans will be forwarded to you later.

I am, Dear Sir,

Yours faithfully

A. Chisholm.

The Secretary,

LONDON

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

27 JAN 1937

Regularly reply

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