

Lloyd's Register of Shipping,

17 Battery Place,

New York.



Please address
other communications
on this subject to
PRINCIPAL SURVEYOR

February 20, 1940

Principal Surveyor,

NEW YORK.

Sir:

In respect to the Secretary's letter of the 18th September, 1939,
is difficult to answer briefly as it is thought there has been some inter-
angling of the cases of the S.S. "CONNECTICUT" and the M.V. "DOLOMITE 4".
is therefore necessary to answer in three parts as follows:

1. "CONNECTICUT"

It is thought all certificates for essential motors have already
been forwarded. If any more are desired and you will specify which are missing,
I am sure they can be readily procured. There is no difficulty whatsoever in
obtaining certificates in accordance with American standards from American
Electrical Manufacturers for motors or generators for any new vessels building
at responsible shipyards.

2. "DOLOMITE 4"

This was a special case which has already been fully explained.
The vessel and her sister ship were well advanced when it was decided to apply
the Society's classification. The shipbuilder, who was also the Owner,
went into receivership and paid nobody. Further, there is some reason to
think that some of the electrical machinery was old, and that certificates
had not been ordered when the motors were purchased originally.

In these circumstances, two of the Electrical Companies concerned did state that they did not see why they should supply certificates gratis and they would require fees for the supplying of the same.

GENERAL

There is no desire to waive the requirements of the Rules. It is easier to work in accordance with the Rules than to take the responsibility for a departure. But, the American I.E.E. Marine Rules are the standard for America, and if we are to go on classing American ships, it is thought that we must agree to their standards. They are not inferior to our own.

As stated above, there is no general difficulty about the furnishing of certificates. "DOLOMITE 4" and her sister ship were troublesome cases which perhaps should not have been undertaken, but which are not likely to occur again.

It is our earnest desire to work in accordance with the Electrical Rules whenever possible, and it is most unfortunate that in some points the English and American practice differ widely.

Yours faithfully,

John S. Heck

Principal Engineer Surveyor.

JSH:H



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Foundation

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