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Lloyd's Register of Shipping,

High Close, Wiltshire Road,
Wokingham, Berks.

18th September, 1939.

Dear Sir,

I am in receipt of Mr. Heck's semi-official letter of the 1st instant respecting the Tanker "CONNECTICUT", and note that the electrical companies show some resentment on being called on to supply test data, and in two or three instances have demanded a fee for supplying such a report.

Your difficulties in this respect are fully appreciated, but I think it well to point out that the Society's requirements are less stringent than those of the American Bureau in this respect, so that it is not considered it can be alleged that the Society's requirements are more onerous. It is concluded the American Bureau enforce their requirements, Section 37, Clause 3, which reads:

"For auxiliary machines of less than 100 KW the tests may be carried out by the Manufacturer whose certificate of tests will be acceptable. Sufficient tests shall be made to 'insure' that the generators and motors are in accordance with the

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requirements, and for original units of a type shall include rated load heat run, plot of saturation curve, cold resistance measurement, air gap measurement, commutation check, end play setting, insulation resistance, running balance, bearing temperatures and high potential test.

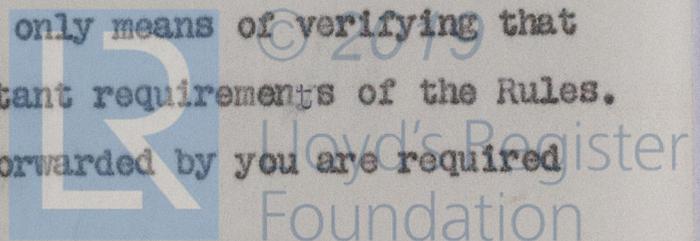
(b) For subsequent duplicate generators and motors the tests shall include plot of saturation curve, cold resistance measurement, air gap measurement, commutation check, end play setting, insulation resistance, running balance, bearing temperature and high potential test".

In connexion with the above, I would remind you that repeated requests have been received from your port for permission to work to the requirements of the American Bureau, in lieu of the Society's Rules, and in the recent revisions of these Rules a special clause has been introduced to permit this, where the requirements are considered to be equivalent. It would now appear, however, that in respect of certificates it is desired to waive the requirements of both Societies, and I shall be glad to receive your further comments in this connexion.

I think it well to add that in all other shipbuilding countries these certificates are now supplied, and the certificates are the only means of verifying that the motors comply with important requirements of the Rules.

The documents forwarded by you are required

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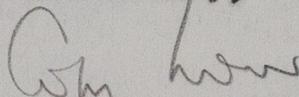
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"CONNECTICUT" -,3

by the Rules ^{and} ~~are~~ are therefore being retained here, but
photographic copies are forwarded herewith for your
guidance.

I am, Dear Sir,

Yours faithfully,



Clerk to the
Classification Committee.

Wm. Bennett, Esq.,

NEW YORK.



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