

In this letter Mr. Townshend reports the result of an interview he has had with Mr. Leif Hoegh, at which he learned that the latter had decided to transfer the class of his M.S. "HOEGH SILVERLIGHT" to the Norske Veritas, and, in fact, this has been done. In the course of conversation Mr. Hoegh stated as his reasons for this action :-

(1) That he had been very disappointed in regard to the rejection of steel for his M.S. "HOEGH RAY", which had delayed the delivery of the vessel four months and involved him in a loss of £25,000, and that he was also dissatisfied with the result of his visit to the London Office in connection with this case.

(2) The rejection of the sternframe and rudder castings for Messrs. Birmeister & Wain's Yard No.637 had caused delay in delivery of that vessel of two months. Mr. Hoegh agreed that this had arisen after he had taken the decision to transfer the class of the "HOEGH SILVERLIGHT" to the Norske Veritas, but it naturally had a bearing on his attitude towards the Society's classification.

(3) The misunderstanding about the carriage of vegetable oil in the tanks of the "HOEGH MERCHANT" and "HOEGH CARRIER" (a misunderstanding which has since been cleared up), and the general fact that the Norske Veritas will accept existing arrangements for all tanks, even if the tanks are partially filled, and apparently irrespective of whether they carry mineral oil or other kind of oil.

So far as this specific case is concerned, the facts are that provision is made in No.1 hold, No.3 hold and No.5 hold for the carriage of vegetable oil, and the tanks were approved for that purpose.

In December last the Owner

intimated that he wished to carry mineral oil of a flash point above 150°F. in these tanks, and various proposals were made so that the increased requirements of the Rules for the carriage of this commodity should be complied with at a minimum of expense and inconvenience to the Owners.

Ultimately Mr. Townshend was instructed to visit Oslo, and he arranged that the bulkheads should be reinforced with horizontal girders, a method of compensation which was certainly not costly having in view the requirements of the Rules. This was agreed to by the Owner, and the Deutsche Werft Company (the Builders of the ship) submitted plans which were approved. Subsequent to this the action reported by Mr. Townshend was taken.

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