

INTERNATIONAL WORKS FOR CLASSIFICATION OF SHIPS.

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Prof. Mr. C. ~~Nagle~~ of Berlin has recently written some articles on this subject in the new German paper "WERFT UND REDEREI". He starts foretelling that the rebuilding of the German Mercantile Fleet will be done shortly, and says that Germanischer Lloyd, who for many years has fought against prejudice and mistrust has lately been acknowledged, not only in Germany, but also in most of the seafaring countries and he asks all shipowners to build their vessels to this "VATERLANDISCHE GESELLSCHAFT".

The international character of the classification of ships, he says further, has brought forth a race between the classification Institutions in the different countries. Should this race only be for the ^{material} ~~mercantile~~ profit, it would it would be rather bad and danger might arise as the safety of the ships might suffer from the constant reduction of requirements to the strength and seaworthiness of the vessels. The idea, arisen in shipping circles, that all classification institutions should join together into one common unity with common Surveyors, and common Rules and Regulations has certainly its origin in the above mentioned danger. There is at present none for the public dangerous competition between the more important societies, who know their responsibility. The dimension of the material in the hull, shows no difference of any importance in the different published rules, and the rules are mostly very carefully maintained. There is then no danger for the shipping from this side, so a joining of the societies ought not to be necessary.

On the other side, there are many reasons for maintaining the independence of the societies and in this way also the lively race on the territory of the scientific inquiry and the claim on advance for the shipbuilding. The technical side does not stand still, 100 of brains are working every day to create something new and better as it also belongs to the work of the classification institutions to ~~supply~~ support this development, carefully examine the new ideas and smooth the path for those, that can be used. Therefore the Authorities must have opportunity to vary the rules quickly and also in certain cases have permis-

sion to alter them, Internationally approved rules and centrals in each country~~s~~ make such efforts difficult and stand in the way of the development. The present arrangement, that the different societies have their own rules seems therefore to be the best in every way. Also the different countries peculiarities as p. ex, plates and sections, wished as regards rule etc. can be more satisfactory met with from the national institutions than if there was an international sole Rule,

Hereto comes that the shipping department in the different countries uses their domestic classification institution as adviser where the ship-technical question is concerned or for revisal of rules for shipping. These also stand as a control so that the society does its duty, Against a World Society such control could not be carried out.

But the reason for the erection of the newest classification societies were the strongly felt need to be free of all conservatism, which not always could follow the development with the needed elasticity.

It is the value of these societies that if they have been up to the situation, they have brought the scientific competition into the societies and therewith done their best for the development of the shipbuilding. The service gained by the public can not be denied.

The intellectual race between the classification societies internally influence them not only sharpening but also assessing. The progress in foreign lands are carefully studied, Rules and Regulations exchanged, results gained by other countries are approved and what is found good acknowledged. This testing and estimating of each other internally is one of the mean problems a society has. In this way the standard of the vessels' strength and seaworthiness ^{is} ~~are~~ gained in all countries, In this way also all the last improvements of the scientific examinations including the experience of the individual comes to the knowledge of the public.

A result of the opposition is the way in which all classification institutions work with a common problem of the greatest possible importance, As well as the sea with all its danger combine the humanity and selfsacrifice of those who on account of their profession must trust themselves to her, in the same way

the general useful arrangement combine the countries, which are employed in combatting the dangers of the sea, do these useful societies belong in the first place the Shipping Classification.

From the above, the necessity of the classification Institutions still remaining national is seen. All shipping interested people in all countries must feel it their duty to stand by their own classification societies. Only in this way, these will be able to meet their stake and at the same time produce independent shipping trade in their own country, which is the object of their foundation.

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