

Original letter with: ~~XXXXXX~~Copy of ~~Extract from~~ letter received fromNAME Surveyor.ADDRESS Freemantle.

Reference, if any:.....

Dated 11/2/52 Received 18/2/52 Answered.....

Vessel's Name: STEAM TRAWLERS "COMMILES" & "BEN DEARG".

I take this opportunity of giving you the latest information regarding these two vessels.

Ever since these two vessels arrived in Australia, they have had to be helped by Government Subsidy and it has been obvious for some time that the West Australian State Government and the Australian Commonwealth Government were not willing to continue to aid a losing proposition such as the Anglo-Australian Fisheries Pty. Ltd., and at last they have called a halt.

In consequence, it is possible that the "COMMILES" Boiler re-tubing may never be done and she is laid up at present. The same may also apply to the "BEN DEARG" which was due at Freemantle for Dry Docking this month.

The Management made a strong appeal to me to ask the Committee to extend their Certificate from January 1952 until after the end of the fishing season in June 1952, but I told them that the Committee will be viewing me with disfavour if I keep on passing along to them so many requests for deferment of obligations and I pointed out that although the W.A. State Navigation Department would be willing to continue their Year Certificate if Lloyd's continued theirs on Hull, Machinery, Boilers etc., there must be some limit.

The operating costs are more than they should be but that is because they have unskilled operators.

The State Government Department of Industrial Development which sponsors such industries as Fishing, has called on me several times in company with the Management of Anglo-Aust. Fisheries Pty. Ltd., to ask my advice as to how to continue on an economical basis and I have advised them to convert one vessel into a Refrigerated Storeship based permanently at Albany and operate the other on F

002498-002505-0196 1/2

Copied for Freeboard

Lloyd's Register
Foundation

P.T.O.

2.cont.

ON fortnightly voyages after converting it to Oil Engine propulsion with sufficient Auxiliary Power to operate an Electrically powered Trawl Winch.

I explained that it is wrong to over capitalize a venture which has only half a million potential customers spread over one million square miles and that they must not expect to apply methods of operation such as those applied in Great Britain and that they must either do this conversion or else go out of business entirely and the Government is giving some serious thought to this advice

This letter may seem quite a long one for such a small subject but I hope I have satisfactorily covered all details.

Copied for Freeboard.



© 2020

Lloyd's Register
Foundation

002498 - 002505 - 0186 2/2