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Lloyd's Register of Shipping.

Collingwood Buildings, Newcastle-on-Tyne, 1.

12th April, 1949.



The Secretary,
London.

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ANSD.....

Dear Sir,

With reference to the fusion with the British Corporation, some cases have come to light which present rather special or unusual features and it is thought advisable to bring them to your notice. These are

1. s.s. "OAKLEY". This vessel is undergoing survey by the B.C. Surveyors and there is some difficulty over the payment of the Repairers for the work done. It is understood that the British Corporation applied for 80% of the fees when approximately that amount of the survey had been completed, but whether these have been paid or not is not known. There remains therefore only about the last 20% of the work to complete but whether this will be done depends on the arrangements arrived at ultimately between the present Owners and the Repairers.

The case presents another unusual feature in that the vessel was originally under general examination by this Society and the question of classification arose in April, 1948. In June there was a proposal to carry out this in Alexandria but this did not take place and the vessel was sold to the present Owners, the Ithaca Steamship Co. and the ship transferred to the British Corporation Class. (Secretary's letter 'S' of 31.7.48 and previous correspondence). In these circumstances it is proposed to confine our survey so far as possible strictly to the completion of the B.C. recommendations.

2. Swan Hunter & Wigham Richardson Ltd.
Yard No. 1874. This is a passenger vessel of about 16,000 tons gross building to the Bureau Veritas class at the Builders' Neptune Yard. It is understood that the Owners were constrained by the Italian Government to have a Registro Italiano class in addition to that of the Bureau Veritas. (See previous correspondence with the Secretary re classification, December, 1947).

Contd..

The Secretary, London.

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12th April, 1949.

The British Corporation Surveyors were, therefore, acting for the Registro Italiano and it is proposed to carry on with this work but whether it is advisable to obtain the agreement of the Registro Italiano to the present situation is a matter for consideration.

3. Messrs. Hawthorn Leslie's Nos. 701/2. These are two cargo ships of 425 ft. length building for the Alcoa Steamship Co. Inc., New York for the carriage, it is understood, of bauxite. They are building to British Corporation class and arrangements have been made to continue this. At the same time an enquiry was received by the Builders from the Consultant (Mr. W. McArthur Morrison) querying whether the Society would be able to undertake the work in the circumstances of fusion with the British Corporation. I have assured the Builders that as the vessels are at present being classed with the British Corporation there should be no difficulty in meeting this in the future, and have endeavoured to avoid any mention of the A.B. and any discussion of the future of the ships beyond the Builders' contract to meet the requirements of the British Corporation class. This may, however, arise.

4. s.s. "CHEMONG". This is a Great Lakes steamer which is under re-condition survey and for which the local British Corporation Surveyors have been instructed by their Glasgow Office to act also in the Owners' interests. This has involved them in an 'Off-Survey' for which practically their sole information is the 'On-Survey' report. The instructions they have had could have been clearer and it might be considered advisable that the original instructions from the Owners to the British Corporation Headquarters be obtained. But this, as yet, we have not done. Enclosed is copy of the correspondence and some particulars which will explain the position, and I shall be obliged if it can be returned as early as convenient after examination.

Yours faithfully,

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