

"SKOTAAAS"

Mr. Bugge again telephoned from Amsterdam this afternoon to say that he was now hopeful the vessel might be routed by the Anglo Saxon Petroleum Co. to Singapore or the Persian Gulf to load a cargo for the U.K./Continent, but before this could be done it would be necessary for him to obtain a covering certificate of class from Lloyd's Register.

He stated he was returning to Norway but that his London Chartering Agents, Messrs. S.L.A. Ltd., would keep us advised of any change in itinerary.

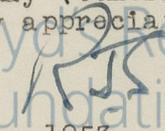
Subsequently a representative of Messrs. S.L.A. telephoned to say that he had again approached the Anglo-Saxon who had offered only two alternatives:-

1. that the vessel should be stiffened at Melbourne or an adjacent port,  
or
2. that they would be prepared to route her in ballast to the Persian Gulf to load crude oil for this side subject to the Owner reimbursing them their consequential losses, and to the Owner undertaking either to obtain the necessary covering certificate from Lloyd's Register or to be responsible for the additional risk of an unclassed cargo.

According to the view of the Anglo-Saxon Company the amount of their reimbursement would exceed the additional cost of stiffening in Australia.

  
15th April, 1953.

Later Mr. Clews of S.L.A. Ltd. stated he had had another word with Mr. Bugge who is now prepared to accept the Persian Gulf itinerary. It would greatly help the Owner if he could therefore obtain class cover for the voyage from Melbourne to the Persian Gulf in ballast and thence with a crude oil cargo to the U.K./Continent where the stiffening will be carried out. As the ship is due to leave Melbourne on Thursday (tomorrow), an earliest possible decision would be greatly appreciated.

  
15th April, 1953.

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Lloyd's Register  
Foundation