

Lloyd's Register of Shipping,

Westerkade 5 b,

Rotterdam, 5th May, 1950.

(Postbox 701.)

Letters to be addressed to
SURVEYORS.

Dear Mr. Sladden,

I thank you for your letter dated 19th April about the motorships "TANKHAVEN I", "TANKHAVEN II" and "TANKHAVEN III".

Last Wednesday I had long conversation with Mr. de Boer, a Managing Director of Messrs. van Uden, and their Superintendent, Mr. v. d. Berg. Two men who can talk with very openly.

I heard a few things explained and could myself put in a few explanations. The informations given in my letter of 5th December, 1949 to you were correct. I forgot to add then that Mr. Auer did not pass on to us Messrs. van Uden's decision of 7th April, 1949, but you will have guessed this yourself. That letter was written by another of Messrs. van Uden's Superintendents and Mr. v. d. Berg seems not to like the story. He wants the ships to be classed with L.R. I replied that it would probably be much easier to keep them in B.C. class. I know these ships to be on bareboat charter to Messrs. Standard Oil (A.P.C.)

Messrs. van Uden think they might better sell the ships once the charter will be finished and this is the main reason for which Mr. de Boer wants the ships to be L.R. or B.C., if not otherwise possible.

Another reason is that this impulsive man of action is a real friend of us.

Meantime the ships passed Special Survey at Singapore, so it would appear, but Messrs. van Uden know little without asking Messrs. Standard Oil and we thought it better to start enquiring at our end.

Would it just be possible that our Singapore colleagues have been surveying these ships on behalf of A.B.S. ? If so, I think it will be possible and correct, also viz a viz A.B.S., to accept these surveys as having been carried out on behalf of B.C. also.

I then could collect the fees here and everything would come off smoothly.

If our Singapore Surveyors did not see the ships, then the ships would have to be surveyed by us, probably at Singapore and, if I may say so, in a diplomatic manner, keeping in mind at the same time the real possibility that the ships may be sold on

the strength of our certificate in a near future.

What do you think of it ?

I shall be very pleased if you will kindly set to this little problem your expert mind and let me know the results of your investigations, and also your comments.

With kindest regards,

Yours sincerely,

J. van der Neel.

R.J.Sladden, Esq.
LONDON



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R & S

Submitted Van der Weel be informed that in one ship of this type
 I.R. required some minor structural alterations and consequently, in
 the circumstances, it would be better to press for the ships being constructed
 in the former B.E. Classification. The S.S. carried out at Singapore has been done by
 The AB representatives & I.R. surveyors took no part in it. For B.C. the S.S. would therefore
 require to be carried out again but such a survey should not entail a great deal of work.
 Mr. Van der Weel should be encouraged to continue his efforts to bring these ships back under B.E. Class.

J. G. Y
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E. J. C. J. C. J. C.

YOUNG & RUBICAM
 ATTN: KINDERLETT
 1001 TUNBRIDGE PARK, AND ALSO YOUR COMMENTS.
 PLEASE ADVISE ME BY RETURN POST THE
 DATE BY WHICH YOU WOULD BE ABLE TO
 ADVISE ME OF YOUR COMMENTS.
 IF YOU WOULD BE ABLE TO ADVISE ME
 OF YOUR COMMENTS IN A NEAR FUTURE.