

COPY

Lloyd's Register of Shipping,

71, Fenchurch Street, E.C.3.

19th December, 1947.

Dear Mr. Van der Weel,

I have to acquaint you that the Committee today classed the motor coasters "CONFID", Rotterdam Report No.30121 and "TASMAN" Groningen Report No.233, 100A- "For Service in the Mediterranean, Black Sea, Red Sea & European & N.W. African Coast including the Azores".

There was a lively discussion in Committee on the absence of the figure '1' particularly as in the Groningen Report on the "TASMAN" Mr. Wehrmeijer had stated that she had only one bower anchor on board. It is true that he had added a note to the effect that he had arranged with the new Owners for them to order a new bower anchor so as to comply with the Society's requirements for the figure '1', but the fact remains that we had to ask the Classing Committee to class a ship when we knew she had only one bower anchor.

I pointed out that, in the case of the other vessel, the "CONFID", we had no particulars of equipment at all and that as they stand at present the regulations, page 10 of the Rules, simply say "that in cases in which the requirements of the Rules as to equipment have not been complied with, on in which the equipment is found to be insufficient in quantity or defective in quality, a line will be inserted in place of the figure 1, thus 100A-."

On the other hand in a previous case, it had been argued that a vessel with only one anchor could not be described as sea-worthy within the meaning of the word as it is applied to classification. Finally, however, it was agreed to class both ships without the figure '1' but to ask you to ascertain the attitude of the Dutch Authorities in such cases.

I think it well to add that the previous case referred to above was Norwegian and that when the matter was referred to the Norwegian Board of Trade they at once replied that they would not issue trading certificates to any vessel having only one bower anchor.

I shall be very pleased to receive your comments firstly on this aspect of the matter and secondly, as to whether you could give me any idea of the equipment on board the "CONFID".

van der Weel. Rec.

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