

Steamer "OAKLEY"

This vessel which was built in Germany in 1920 became the property of the Ithaca Shipping Co., Ltd., of 9 Camomile Street in July, 1948, the local Newcastle Agents being Messrs. Anthony & Bainbridge.

Previous to that the Society's classification had been sought and in June, 1948, the Society's Surveyor at Newcastle who was called on board, presumably at the request of the previous Owners, the Oakley Steamship Co., Ltd., (J.P. Hadoulis Ltd., Managers) had recommended that all plain tubes in the two boilers would have to be renewed at an early date.

Subsequently, however, the new Owners decided to class the ship with the British Corporation and as a result the Classing Committee expunged the L.R. provisional class from the Register Book with a black line.

At the fusion in March, 1949, the work of classification with the British Corporation was about 80% complete but difficulties arose over the payment of the Repairers for the work done. The British Corporation then applied to the Ithaca Shipping Co., for about 80% of the total classification fee, i.e. £180, but despite every effort made for collection this amount is still outstanding.

On the 8th instant the Newcastle Surveyors wrote to Messrs. Anthony & Bainbridge Ltd., who have purchased the vessel on behalf of one of their Companies subject to the sanction of transfer being granted by the Ministry of Transport, and detailed the outstanding work which is necessary for compliance before a B.C. class can be assigned. They added a paragraph to the effect that they understood there might be a difficulty in assigning the classification to this ship unless an undertaking was received that all fees, including those already outstanding in respect of work previously carried out, were paid.

A telephone message was received from the Newcastle Surveyors on Friday afternoon stating that Messrs. Anthony & Bainbridge Ltd., had requested them to survey the vessel on Monday next and that this firm do not feel they should be held responsible for the past fees.



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A reply was given to the effect that the facts would have to be submitted to the Chairmen but meantime the Newcastle Surveyors were asked to re-open the matter with Messrs. Anthony & Bainbridge to see whether they would be prepared to compromise on the total amount of the fee payable, in which case, of course, any such offer would be submitted to the Chairmen for decision.

On their part the Newcastle Surveyors explained that the case was complicated by the fact that the Repairers at Newcastle were still holding the ship for their outstanding repair bill of about £20,000.

RJH
13th February, 1950

As arranged through the Newcastle office Mr. Bainbridge called here yesterday afternoon accompanied by Mr. Charles Edmonds, the Manager of Messrs. Harris & Dixon. They explained that the ship had been purchased from the Admiralty Marshal (free of encumbrances) for the sum of about £12,000, the whole of which would be made over to the chief creditors, the Middle Docks, who arranged for the ship to be seized on account of their own debt of £22,000.

Whilst the new Owners desire B.C. classification, it would put them in a most invidious position if they paid the debts of the previous Owners, as other small creditors would look for similar treatment.

After discussion they agreed that on completion of the outstanding work for an up to date classification (80% of which had already been done) they would be prepared to meet an inclusive charge of £180, provided the account were sent to them from the Newcastle office, and contained no reference to any liability of the previous Owner.

*discussed with Chairman & Mr Gale.
work to be completed free of charge,
£80 to be credited to B.C.
responsibility and/or account to make
clear we are completing survey
invented by B.C. W.S.F.
on Mr. Harrison's R.S.H.*

RJH
16/2/50

