

COPY

LLOYD'S REGISTER OF SHIPPING

UNITED WITH THE BRITISH CORPORATION REGISTER

71, Fenchurch Street, London

Telegrams: Committee, Fen, London

AIR MAIL

21st October,

Enclosures

Classn(S)

Dear Sir,

RJS

With reference to previous correspondence between us and to the arrangement made whereby Messrs. Richardson & Co. Ltd., were permitted to adopt the Extended Special Survey system for the class maintenance of their three ships "PUKEKO", "KOPARA" and "PAKURA", I enclose herewith copy of a letter and its enclosure which has now been received from Mr. Turpie at Auckland from which you will observe that when the "PUKEKO" was visited for completion of Special Survey extensive repairs were found to be essential.

Subsequently the Owners stated that in view of their urgent cargo commitments it would not be possible to proceed with the repair work. and asked for her to remain out of class until such time as would suit their convenience to this end.

On the evidence at present available there seems little doubt that the Committee in applying the Rules will have no option but to expunge the vessel's class from the Register Book with a black line indicating reported defects, but before submitting the case to them the Chairman of Classification has suggested I should ask you whether you have to make any comments.

The year of grace expires at the end of next month so I shall be glad to receive your remarks by air mail as soon as possible.

At the same time I would acknowledge your letter of the 27th ultimo regarding the fleet of the Anchor Shipping & Foundry Co. Ltd., Nelson, and appreciate the efforts you are making to induce the Owners to apply for reinstatement of class of those vessels of their fleet which have forfeited it.

The Committee, in the circumstances, would be agreeable to the ships listed in your letter being surveyed under the Extended Special Survey arrangement such as

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21st October, 1954.

was agreed for the Richardson fleet, and although I regret to say no plans of the "NGAIO" are available in this Office it might be possible for the Owners to prepare them or provide facilities for the Surveyors to take the necessary information from the ship itself.

As regards surveys which may require to be held at Nelson, it is agreed that while an Exclusive Surveyor might have to attend in certain circumstances, it would be reasonable and economical from the Owners' point of view to establish a Non-Exclusive Surveyorship there. The gross fees to be earned from the surveys on from four to seven fairly small ships would only attract the services of a man already earning an adequate income.

I enclose herewith as requested four application forms for the Engineer you have suggested for consideration who is now employed by the Harbour Board at Nelson.

A considered reply concerning your query regarding grid construction will follow.

Yours faithfully

Clerk to the
Classification Committee

W. Kimber, Esq.,
WELLINGTON.



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