

Lloyd's Register of Shipping,

4 Bridge Street, Sydney, N. S. W.

TELEPHONE: BW 7023

Lloyd's Register of Shipping,

4 Bridge Street, Sydney, N.S.W.

20th February, 1946.

The Secretary,
L O N D O N.

Dear Sir,

RECEIVED

17 APR 1946

ANSD.....

Reverting to your letter of the 27th December, regarding the contemplated classification of the tanker "STANVAC CALCUTTA", and the instructions contained in New York letter regarding the case, I have to advise you that the following cablegrams were subsequently exchanged with New York Office regarding the case of a small freighter purchased by the Standard Vacuum Oil Co., and for which the Society's classification was desired:-

Received

"UNDERSTAND STANDARD VACUUM ACQUIRING NEW UNNAMED FREIGHTER A V 2065 BEING BUILT BY COMMONWEALTH AUSTRALIA DELIVERY FEBRUARY 1ST AT SYDNEY STOP CONTACT FRED MILLER STANVAC AGENT WHO WILL EXPLAIN SITUATION STOP STANVAC NEW YORK DESIRES YOU COMMENCE IMMEDIATELY CLASSIFICATION SURVEY STOP CABLE IF PLANS THIS TYPE ALREADY APPROVED LONDON."

BENNETT.

Sent:-

"YOURS 28TH MILLER EXPECTS PLANS TOMORROW THESE WILL BE DEALT WITH LOCALLY BY PRATT AND ALL POSSIBLE MEET OWNERS WISHES REGARDING CLASSIFICATION STOP 33830 OUR LONDON REPORTS RETAINED HERE PENDING ARRIVAL YOUR APPROVED PLANS."

McCOWAN

The vessel in question is one of a large number of small ocean going lighters constructed to the order of the Commonwealth Government, Ministry of Munitions, intended for war service at New Guinea and adjacent islands. She was practically complete and ready for delivery at the time of purchase and is now named "TANDJONG OEBAN".

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There was insufficient time to send plans to Whyalla for Mr. Pratt's approval and therefore, having regard to your previous instructions in the case of the "STANVAC CALCUTTA", I arranged for his attendance at Sydney to deal with these on the spot and to carry out the actual survey on the vessel.

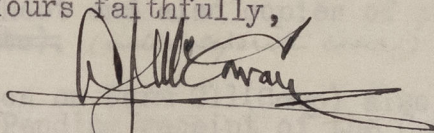
Our comments on the case are given in a separate letter and First Entry Reports are forwarded herewith.

No fees have been charged at this end, as it was thought that these would be arranged in a similar manner to the case of "STANVAC CALCUTTA".

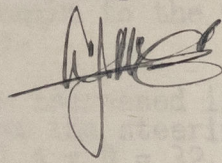
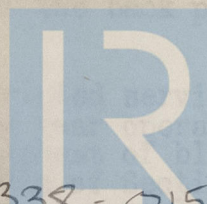
Mr. Pratt's expenses, as detailed on A/c 7, amount to £46:8:0 and local expenses for Survey of Machinery etc., amount to £2:15:0.; the time occupied on the case being eleven days.

As purchases of other vessels of this type may desire the Society's classification, it would be appreciated if you will kindly advise me of the fees chargeable for such Surveys.

Yours faithfully,



P.S. You will have noted from my cablegram to New York that First Entry Reports on the "STANVAC CALCUTTA" are being retained, pending receipt of the approved plans which have not yet arrived from New York (see Mr. Bennett's letter of the 14th December 1945). When our reports are forwarded, you will be advised of Mr. Pratt's and local expenses in connection with the survey of this vessel.

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Sufficient shackles and pins to repair the gear are on board.

Referred to the Chief Ship Surveyor
and the Chief Engineer Surveyor.
Referred to Mr. Slaxton

Referred to Mr. Sladen

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