

Cases of four Tugs owned by the Shanghai Tug & Lighter Company, Ltd.

<u>name</u>	<u>Tons</u>	<u>No.in R.B.</u>	<u>Built</u>	<u>Classed.</u>
ST.AUBIN"	468	14870	1918	Al 3,33 For Towing purposes
ST.DOMINIC"	451	14881	1919	Al 5,32 For Towing purposes
ST.SAMPSON"	451	14937	1919	Al 3,33 For Towing purposes
SAUCY"	579	15137	1918	Al 9,31 For Towing purposes

Port of Registry: SHANGHAI.

No Special Surveys are due on these tugs, except in the case of the "SAUCY", the Second Special Survey No.1 became due in October, 1932, the Screwshaft Survey in March, 1933, and the Boiler Survey in August last.

In September last the Society's Surveyor at Shanghai forwarded two communications from the Owners stating their intentions to allow the classes of these vessels to lapse, as they became due for survey, in view of the attitude of the Chinese Government in refusing to recognise survey certificates issued by this Society in the port of Shanghai.

The Surveyor stated in his covering letter that it was understood from the Harbour Master that he was unable to grant a towing licence unless these tugs held a certificate of survey of the Bureau of Navigation, a body formed in 1930 for the purpose of measuring and surveying all vessels trading to Inland Waters and Non-Treaty ports. Formerly it was the practice to issue towing licences on presentation of survey certificates of the Customs Surveyors (now abolished), Lloyd's Register, or other approved Society. The Surveyor added that in these circumstances the question of the retention of the classes of these tugs would be considered by the Owners at the next Board Meeting, and he suggested that action might be deferred pending receipt of a further letter from him.

11 JAN 1934

(Tugs: "ST.AUBIN", "ST.DOMINIC", "ST.SAMPSON" & "SAUCY") Contd.

A letter has now been received from the Shanghai Surveyor stating that the Owners have finally decided to withdraw these vessels from classification.

It may be mentioned that the Surveyor has taken the matter up with the Harbour Master and the Owners, and the Chinese Government apparently declines to accept the certificates of this, or any other Society.

The Classing Committee had the cases before them on Friday, 12th instant, when in the circumstances they decided to give instructions for the character of each vessel to be withdrawn from the Register Book and Three Dots (...) inserted in lieu thereof, indicating withdrawal of class at Owners' request.

Formerly it was the practice to give towing licenses on presentation of survey certificates of the Customs Surveyors (now abolished), Lloyd's Register or other approved Society.

18th January, 1934.

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As the Surveyor has taken the matter up with the Harbour Master and the Owners, and as the Chinese Government apparently declines to accept the certificates of this, or any other Society, it is not seen what action could usefully be taken with a view to retaining these vessels in this Society's classification.

In these circumstances it is suggested that the Owners consider whether action might be taken with a view to withdrawing these vessels from classification.



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