

COPY

LLOYD'S REGISTER OF SHIPPING

UNITED WITH THE BRITISH CORPORATION REGISTER

71, Fenchurch Street, London, E.C.3

Telegrams: Committee Fen, London

Telephone: ROYal 3551 (6 Lines)

BY AIRMAIL
Enclosures

23rd February 1955.

Admin./Est. Dear Sir,

You will recall that we wrote you in October, 1952 on the subject of a visit to Sorong in Dutch New Guinea, but that the matter was not followed up.

For the reasons given later in this letter, it is now necessary that a Senior Surveyor should visit this port, and I will be glad if you will make immediate arrangements to do so and advise this Office when you expect to reach there. You should also write or cable to Mr. S.P. Meermans, Chief Assistant at the Bureau for Shipping etc., a copy of whose letter - dated the 2nd February - is attached hereto, to confirm the time of your arrival.

As you will note, Mr. Noll, who has acted for the Society in Sorong, is about to return to Holland and other arrangements will have to be made to carry out the duties, if it is intended to maintain in Class the local vessels now based on the port.

I enclose for your information a list of these vessels, and it is hoped that you will be able to have a general look round any of them which are in port with the object of reporting on their general condition and standard of maintenance.

Also enclosed is a copy of a statement on the work of the port since 1949. Attached to Mr. Meerman's letter mentioned above are brief particulars of two of his staff whom he recommends as suitable to share the Society's duties. He has been advised to expect a call from you.

No decision regarding the Committee's intention to retain these vessels in Class will be made until your

R. Rodger, Esq.

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Lloyd's Register
Foundation

report has been studied, but if, due to any delay in your reaching Sorong, the need to make a decision becomes urgent, you should cable your opinion of the two candidates and your recommendations regarding the Class maintenance of the local vessels. Your full report should, of course, reach Headquarters at the earliest possible moment.

It should contain your views on the facilities available such as drydocks, slips facilities for handling major repairs, lifting of crankshafts and facilities for machining them and other major parts, standard of workmanship, availability of the usual materials for repairs and replacements to hull and machinery and any information you think is important.

Your interviews with the two candidates and your talks with Mr. Meermans and Lloyd's Agent should be without prejudice to any decision which the Committee may make.

You will also call on the Owners and discuss surveys and other matters with their technical staff, and should explain the difficulties in which the Society's Committee is placed in its desire to maintain in Class vessels which are not easily seen by Exclusive Surveyors. As you will know, all Special Surveys must be carried out by an Exclusive Surveyor, or, a confirmatory survey held by one, if it is not reasonably possible for the full survey to be held by him.

Since 1949 the Committee has been most indulgent in the application of this requirement, but as from the date of your visit, it will be necessary to have a better understanding with the Owners.

You will note that the Special Survey on the "FLAMINGO" was completed at Singapore. The Committee will want to know how often these vessels visit a port at which an Exclusive Surveyor is available and why every vessel should not be made available for a confirmatory survey as part of each Special Survey, and why each vessel could not be drydocked in such a port at agreed intervals.

In conclusion, I should mention that in 1952 a young Dutchman who had been an unsuccessful candidate for appointment as a Ship Surveyor on the Holland Staff, left that country to become Assistant Harbour Master at Sorong.

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His name I cannot recall, but I feel that if he is there he might be very useful. A man who was good enough to be considered for appointment as a Ship Surveyor would perhaps know more about the job of surveying and repairing ships than the Harbour Master who is a Navigating Officer by training.

This covers the whole situation so far as is possible from this distance, and I trust that you will have no difficulty in getting away promptly and can see Mr. Noll before he leaves the island. He will tell you that all his reports are prepared by the Society's Exclusive Surveyor in Djakarta. At Headquarters we assume that he also relies upon Mr. Baart for guidance and instructions, but there is much that is not known about these local arrangements.

I may add that there is no Lloyd's Agent at Serong. The district is covered by the Agency at Hollandia - Nederlandsche Handel Maats. N.V. Sentanistraat, Hollandia (Town). Telegrams "Trading".

Yours faithfully,

J.C.S.

pro Secretary.

R. Rodger, Esq.,
SINGAPORE.



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