

"AUNG TEZA"WRECK
SECTION

No. 857 A

According to Press reports (see cuttings from Lloyds List and Shipping Gazette of 10th and 12th June, 1961) this vessel capsized and sank with loss of lives in heavy seas 80 miles south of Moulmein near the Island of Kalegauk on the night of June 17th.

Cuttings from the local press have been received with a letter from Mr. Mason, the Society's Chief Representative for the Orient. In this letter, written from Singapore, Mr. Mason states that he was able on arrival at Rangoon to deal with criticism, raised by the opposition political party, of the Society's part in issuing Certificates to the ship and has explained to the Burmese Authorities at Rangoon the difference between classification and freeboard assignment on the one hand and issue of a passenger certificate on the other.

The ship was completed in 1960 under the Society's Survey and is classed #100A1 and holds the Society's Load Line Certificate valid until July, 1965.

As the ship is barely a year old there are only a few reports on classification surveys since the completion of the ship:-

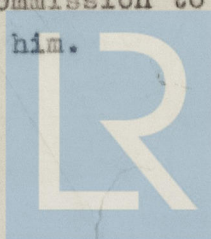
1. Rpt. 9 Shimonoseki 7.9.60 Damage to windlass
2. Rpt. 9 Rangoon 25.10.60 Further examination of windlass
3. Rpt. 9 Rangoon 17.11.60 Further examination of windlass
4. Rpt. 9 Rangoon 17.12.60 Scavenge pump examination and repair after breakdown.
5. Rpt. 9 Rangoon 7.3.61. Windlass made good and tested.

There are no Rpts. 8 and nothing from the above Reports indicates why the ship capsized.

Copies of the Classification Certificates for Hull and Machinery and of the Report C.11 have been sent to the Surveyor at Rangoon.

Mr. Mason will report more fully in due course.

In the meantime it is submitted Mr. Mason be thanked for his letter and cuttings and the Surveyor at Rangoon be referred to his letter of the 21st instant and be requested to let this Office know if he is requested by the Commission to appear before them so that instructions may be sent to him.

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