

Steam Trawler "ISER" ex "ISA".

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On the 24th April this vessel's class was expunged from the Register Book with a Red Line by the General Committee, the case having been before the Liverpool Committee on the 15th April, and referred by them to the General Committee.

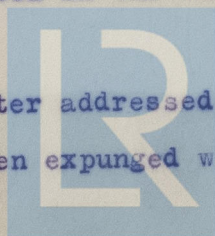
The Second Special Survey No. 1 became due in November 1928, and was partly held at Ghent in December, 1928, and further advanced at Ostend in March, 1930, when the Antwerp Surveyors reported that the vessel had been sold.

The Antwerp report was before the Classing Committee on the 28th March, 1930, when the new Owners were asked to make arrangements to complete the survey at once, in order that the vessel might retain her class. The vessel was originally owned by the Pecheries a Vapeur, Soc. Anon., of Ostend, and was purchased in March by Messrs. Friswell & Co. of Fleetwood, and at the time of the purchase the late Owners informed the Society's Surveyors at Antwerp that they had advised the purchasers of what remained to complete the Second Special Survey No. 1, the vessel having been sold "In her present condition".

A copy of the letter of the 28th March last which was sent to Messrs. Friswell, the new Owners at Fleetwood, was forwarded also to the Society's Liverpool Office, who were asked to ascertain what steps the Owners proposed to take to complete the survey, and on the 8th April the Liverpool Office wrote that the Second Special Survey No. 1 was then being carried out at Fleetwood, but owing to the bunkers being full, it was not possible to complete the survey at that time.

As stated above, the Liverpool report, on being placed before the local Committee, was referred to the General Committee, and the case is stated in the endorsement dated 17th April.

In acknowledging the letter addressed to them intimating that the vessel's class had been expunged with a Red Line, the



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new Owners write as follows:-

"We are in receipt of your letter of the 25th ultimo, and note contents.

"At the same time we beg to inform you that a first class Surveyor examined this vessel minutely, one whom we know to be thoroughly understand trawlers, and it was on his recommendation this vessel was purchased: this after he had seen the vessel drydocked.

"To have carried out your wishes at the time would have caused us a great deal of expense, as the vessel was stored ready for sea, and to have had to do what you stated was necessary to complete the survey, appeared to us and to other classified men at the time as ridiculous.

"We would ask why this vessel was allowed to run in class so long over your recognized time, when so much in detail required doing, and further, immediately she came into England, why were such drastic measures taken against her".

It is submitted for consideration whether it might be pointed out to the Owners that they must have been fully aware at the time they purchased the vessel that the year of grace allowed for the completion of the Second Special Survey No. 1 had expired in November, 1929, and that as they had been informed by the late Owners as to what remained to be done to complete the survey, and were also fully advised from this Office of the position on the 28th March last, it is not considered that any further explanation is needed.

20.5.30.

The Owners might at the same time be informed that on receipt of a satisfactory report from the Society's Surveyors that all repairs and the outstanding requirements of the 2nd Special Survey No.1 have been carried out the vessel will be eligible to have her class re-instated in the Register Book.



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