

SABANG 9 th Septembre 1932.

To the Secretary of Lloyd's Register of Shipping
Fenchurch Street
L O N D O N.

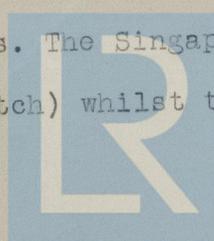
Gentlemen. !

I beg to inform you, that s.s., CEDERIC,, (see Registerbook 1932/1933 No.59541), the month before, on voyage from Saigon to Marseille, loaded with a full cargo of rice and maize, grounded near Sabang, ddo. 8 th. day of August 1932 at 3-44 a.m. At the request of the captain, the Sabang Harbour and Coal Cy. tried to get off the ship by towing with her powerfull tugboat, and discharging. As it was in the beginning of neap tide, we had the vertikal movement of the water against. For that reason, and according to the, to be expected strong west monsoon, moreover all the forst trials proved ~~ef~~ without any result, it was decided to jettison cargo too. But notwithstanding all those measurements it was impossible to get off the ship. So further assistance was asked to the Royal Dutch Packet Co. whose ship ss. Bontekoe touched at Sabang. A Lloyd's Salvage Agreement was made up, trials started, but not before a second ship of the same Dutch Company, gave assistance to the sistership, was it possible to refloat ss. Cederic ddo. 12 th day of August 1932 at about 5-15 a.m.

In the mean time Lloyd's Agents at Sabang asked me to form a Committee of Advice in the case and furthermore to make up a Salvage Report, as usual in such cases. This report is just finished and signed by the members of the before mentioned Committee, and I hope to be able to sent the beport by next mail.

After ss. CEDERIC,, was taken into the drydock and the damage could be ~~determed~~ ascertained (examined), it appears that the ship's bottom was damaged to such an extent, that a big reparation should be necessary to make the ship seaworthy again and to remain her class.

After some days the Singapore Surveyor to Bur. Veritas came to Sabang, on the request of the Underwriters and ships owners, to make up a tender for the necessary repairs. The Singapore Harbourboard was lowest for F.139.000 (guilders-dutch) whilst the Sabang Co. tendered



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for F.193.000 (dutch guilders) which was the highest tender.

In the meantime, the before mentioned Committee made a damage report by her own, as You will find as annex No.8 attached to the Report of Survey, I will sent you by next mail.

A few days ago, the Owners at Shannai informed the Captain of ss.CEDERIC,, that the tendered reparations were not carried out, but ,,constructive total loss,, was decided.

Because for selling ships, no market consists at Sabang, the CEDERIC will at some time, leave for Singapore by own power, to be sold and broken up at Singapore, for about a value of F.12.000 (dutch guilders).

It is to understand that the ship is only allowed to undertake the trip to Singapore on slow speed and in ballast. For that reason the still in the ship remaining cargo (about seventeen hundred tons weight) had to be discharged first.

As it will be very expensive to re-ship the cargo by a regular liner to Marseille, moreover all these ship are already full up at arrival into this port, the Owners are trying to charter a convenient ship for further transport to the place of destination.

To charter a ship for this purpose seems to be very difficult, on account no dutch ships are obtainable, neither a foreign ship in the Far East. It must be understand that soon re-shipment is very important, because in this hot climate rice and maize will be spoiled after a storage of about three month.

Aee In consequence the above mentioned circumstances, it will last another three of four weeks, before ss.CEDERIC,, can leave this port.

For the trip to Singapore I will provide the ship with a certificate, (at request of the Master) that she is able to undertake the voyage, ,,with slow speed and in ballast,, In fact, the ship floats on her double bottom, and is but slightly leaking, which leakages are cemented. Moreover, for this time of the year the weather in Strait Malakka is favourable.

By sending You a copy of the Survey-report of the Committee



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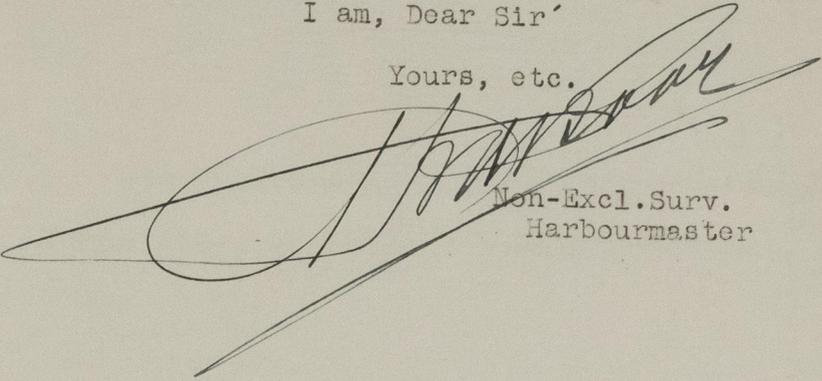
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of Advice I believe my business in the matter is finished, as reparations are not carried out and the ship ~~will~~ ^{be} broken up at Singapore; therefore, in my opinion, Your Singapore Surveyor will provide Your Bureau with further particulars of the sellingprice of the ship and the time of broken up, and for that reason, the struck out of Your Register Book.

I am, Dear Sir'

Yours, etc.



Non-Excl. Surv.
Harbourmaster



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Referred to Mr. Bishop.

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Referred to the Chief Ship Surveyor

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Also for Mr. S. A. Hill to note

Also for Mr. Carey to note

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