

98 (Bottom) 10  
Steel Screw Steamer "VALHALL", ex "Cambrian Duchess"; No.42761  
in Register Book. 4865 tons gross. Built 1913 - 7.

Port: (now) Haugesund.

Late Owners: W. Thomas Shipping Co. Ltd. (Mgrs. R.J.Thomas  
& Co. Ld., Holyhead).

Present Owner: V. Skogland, of Haugesund.

Classed: 100A1 1,29 LMC.MS.8,27  
S.S.No.3-6,23 BS.6,29  
S.S.No.1-28 TS.10,28 (CL)

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The Boiler Survey of this vessel became due in June,  
1930, and the 2nd Special Survey No.2 in June last.

The Classing Committee deferred action in respect  
of the Boiler Survey from time to time on the application of  
the Receiver & Manager for the late Owners, the vessel being  
then (July-December, 1930) under arrest by creditors at Antwerp  
Docks. On the 23rd December, 1930, the Classing Committee  
agreed to allow the vessel to leave Antwerp for the Tyne,  
subject to a satisfactory examination being made of the boilers  
under steam before she sailed.

The vessel has been laid up in the Tyne since January  
last, and the Receiver & Manager furnished on the 19th February  
an undertaking that the Boiler Survey would be carried out  
before she again proceeded to sea.

In October last the Society's Surveyors at Newcastle  
reported they had been informed that the vessel had been sold  
to the present Owner, Mr. V. Skogland, of Haugesund, who was  
then communicated with, through the Bergen Surveyor, with a  
view to ascertaining whether the overdue Boiler Survey and  
the 2nd Special Survey No.2, due June 1931, would be carried  
out to entitle the vessel to maintain her class with the Society.

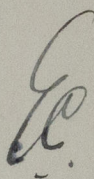
No arrangements, however, appear to have been made  
for carrying out the Society's surveys, and on the 22nd instant  
the Newcastle Surveyors wrote that they understood the vessel  
was sailing that night for Havre, Antwerp and China, and they



S.S. "VALHALL"

enclosed a letter from the Owner's local Agents stating that it had been decided to keep the steamer in the Norwegian Veritas Register only.

The case was under consideration on the 23rd instant when it was decided that the vessel's class should be expunged from the Register Book with a Red Line (72.31), indicating non-compliance with the Society's Rules, and the Owner was informed accordingly.



31st December, 1931.



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