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Lloyd's Register of Shipping,

71, Fenchurch Street, E.C. 3.

Closure.

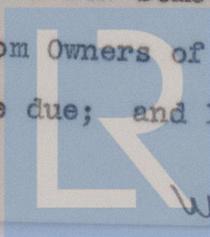
10th March, 1931.

Sir,

I have to acknowledge the receipt of your cablegram of the 27th ultimo respecting the steamer "SATSUMA MARU", which vessel was referred to in your letter of the 23rd ult. as having been laid up and in consequence of which I obtained a letter from the Owners undertaking that all outstanding surveys and necessary repairs would be carried out so that she again proceeded to sea; also that intending charterers in the event of the vessel being offered for sale should be informed of the conditions under which the class was required to remain.

In this case, as you are aware, the year of grace does not expire until August next, and in this connexion I think it well to explain that in this country it has been the Committee's practice to obtain a guarantee from the Owners regarding the completion of overdue surveys only when the year of grace allowed for the completion of the Periodical Survey has expired and the vessel is then laid up.

It is observed that you have for some time past been sending letters of undertaking from Owners of vessels laid up for Boiler Surveys only have become due; and I therefore think



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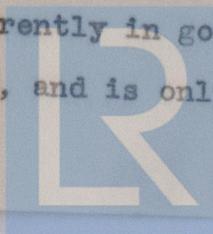
-2-

it well to bring to your notice the practice which has been adopted by the Committee in this country, and to say that you should be guided thereby as far as practicable in future.

I enclose for your information a copy of the printed letter of guarantee which has recently been approved by the General Committee to be obtained from the Owners in all cases of vessels laid up, in which the year of grace allowed for the completion of the survey has expired and in which the Committee have ~~no~~ reason to <sup>assume</sup> believe that the vessel is ~~not~~ in every way fit to retain her class in the Register Book while laid up pending the carrying out of the overdue Special Periodical Survey.

I am sending you some copies of this form of guarantee so that you may make use of it in suitable cases and may, if necessary in any particular case, have it translated into Japanese so that there can be no doubt as to the Owner understanding exactly what he is signing.

At the same time, I am directed to point out that it is not intended that this form of guarantee shall be used in the case of very old vessels which are not in good condition <sup>(and not</sup> and entitled to retain their class while laid up) and the Committee therefore rely upon your exercising your discretion in not making use of the form of guarantee unless you are satisfied that the vessel is apparently in good condition <sup>2020</sup> entitling her to retain her class, and is only laid up



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-3-

temporarily for good and sufficient reasons.

I am, Dear Sir,

Yours faithfully,

Secretary.

Jasper Cox, Esq.,

KOBE.



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