

SUGIYAMA MARU #a

Steel Screw Steamer "AGIOS VLASIOS". No.37033 in Supplement to Register Book. 4297 tons gross. Built: 1914 - 11.

Port: Piraeus.

Owner:- John D. Chandris. (Late Owner: Wilh. Wilhelmsen.)

Classed:-

100A1 10,34	LMC 5,31
Shel. Dk. With Fbd.	BS 10,34
S.S.No.3-5,27	TS 8,35 CL
S.S.No.1-31	

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The 2nd Special Survey No.2 became due in May, 1935, and on the 8th of that month the Classing Committee granted the year of grace (to the late Owner).

The vessel was sold to Mr. J.D. Chandris in August last, and in October the Society's Surveyor at Leghorn reported extensive damage to the bottom plating on account of grounding. Five bottom shell plates, which were badly buckled, set up, and/or fractured, required to be renewed and a number of bottom plates repaired, and floors and keelsons in way of the damage to be dealt with. Temporary repairs were effected, and the Surveyor recommended that two plates on the starboard side be renewed at the next dry docking, and that the damaged bottom plating, floors, centre line keelson, intercostal side girders and bilge keels, etc., be permanently repaired at Owner's convenience during the completion of the Special Survey within the year of grace.

The Owner's Agents in this City were duly advised of these recommendations on the 3rd December last and asked to arrange with the Owner for the work to be done within the year of grace allowed for the 2nd Special Survey No.2.

The Agents accordingly communicated with the Owner, but no communication was received from him until, in a letter dated the 18th ultimo, he stated that he had fixed the vessel for Cuba to load a cargo of sugar for the Mediterranean, and requested that the Committee would agree to the Special Survey and repairs

some time in Ju

or return from this voyage

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The case received the consideration of the Classing Committee on the 29th ultimo, at whose direction letters were addressed to both the Owner and the Agents in this City pointing out that it should have been quite clear from the letter of the 3rd December last that definite arrangements should have been made for the Special Survey and necessary repairs to have been effected before the expiration of the year of grace, i.e., before the end of last month.

The following cablegram, in reply, has now been received from the Owner :-

"REFERRING YOUR LETTER 29TH PLEASE TAKE CONSIDERATION HAVING SINCE TWENTY YEARS STEAMERS CLASSIFIED YOUR SOCIETY NEVER DISOBEYED YOUR ORDERS RESPECTING SURVEY AGIOS VLASIOS FINISHED DISCHARGING ROTTERDAM 24/4 REMAINED THERE UNTIL 1/5 TRYING FIX FOR MEDITERRANEAN BUT UNFORTUNATELY SCARCE ORDERS OWING SANCTIONS ITALY WERE OBLIGED FIX CUBA EXPECT SAIL TOMORROW FOR MARSEILLES AFTER DISCHARGING UNDERTAKE PROCEED BALLAST PIRAEUS PASS SURVEY....."

The message adds that he has all the necessary materials for the Special Survey ready at his own shipyard at Piraeus, and he trusts that the Committee will agree to an extension until the arrival of the vessel at Marseilles or Piraeus.

The Classing Committee again had the case before them on Wednesday the 3rd instant when, <sup>in view of the requisite damage repairs and</sup> having regard to the fact that the Owner fixed the vessel for a voyage extending beyond the year of grace, without seeking permission at the outset, they decided to give instructions for the vessel's class to be expunged from the Register Book with a Red Line (6.36), indicating non-compliance with the Society's Rules and the Owner & Agents have been informed accordingly.

*R.S.*

4th June, 1936.



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