

s.s. "RISALDAR"

The greater part of the 2nd S.S.No.3, due 5,36, has been held, and in view of the fact that the Owners contemplated selling the vessel for breaking up purposes, a request that the completion of the survey might be deferred for six months was agreed to on 11th August, 1936.

The shell plating has been drilled with satisfactory results, provided the main sheerstrake forward and aft, when drilled, be found in order.

Repairs are required at the completion of the survey to shell plating at the forward end, decks, stringers, framing, bulkheads etc.

In November last the Owners stated they had been asked by prospective "scrap and build" buyers, if the class could be maintained for a period of six months beyond the year of grace to enable them to trade the vessel for a few months before breaking up. Alternatively, the Owners desired to know if the same extension could be granted to them if the sale of the vessel was not concluded by the expiration of the year of grace.

In reply the Owners were informed that having regard to the vessel's age and the wear and tear repairs recommended at Calcutta in August last, the Committee were unable to agree to the class being retained after the expiration of the year of grace in May next, unless the 2nd S.S.No.3 and all necessary repairs be completed by that time.

The vessel is reported to have been sold to the Springwell Shipping Co., and a letter has now been received from this firm referring to the application made by the late Owners. They state they purchased the vessel/with a view to breaking her up on this side (the ship is due at Rotterdam about the middle of April), but they now propose to sell her to a firm of shipbreakers at Shanghai, and they desire a seaworthy certificate and extension of class so that they may work her out to Shanghai.

The year of grace expires at the end of May next.

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It will be observed that the Committee's previous decision was made in respect of a proposal for an extension of six months beyond the year of grace, but it will be noted that in the present instance when the vessel arrives at Rotterdam six weeks of the year of grace will still remain, and it is possible that the voyage to Shanghai may only extend for a short while beyond the expiration of the year of grace.

In these circumstances, it is a matter for consideration whether the Owners' proposal might not be agreed to, provided the vessel is generally examined and the Surveyors are satisfied that she is in fit condition to proceed.

[Handwritten signatures]
21.1.37

*know contemplated voyage
carry for ex-
+ guarantee*



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