

6550 tons gross; Built 1913 - 8mo. Port: Tokio.

COPY.

W671-0121 G13)

Lloyd's Register of Shipping,

71, Fenchurch Street, E.C. 3.

Enclosure.

11th March, 1931.

Dear Sir,

Reverting to my letter of the 15th January, respecting the case of the s.s. "SEIYO MARU", which was referred to in the Minutes of the Japan Committee dated 16th December, 1930, as regards the fact that the class of the vessel was continued while she was supposed to be laid up upon the usual undertaking from the Owners, but sailed without the condition of the undertaking being carried out by the Owners, I have now to acquaint you as follows:-

The whole question of the procedure to be followed in the cases of vessels upon which Special Periodical Surveys are overdue, and the vessels are laid up, has been under the consideration of the General Committee, and they have adopted a new form of undertaking to be signed by the Owners, as per enclosed copy.

This form of undertaking will be required by the Committee in such cases where the Committee have no reason to assume that the vessel is not in every way fit to retain her class in the Register Book pending the carrying out of the overdue Special Periodical Survey while the vessel is laid up

Harima Dockyard and was chartered to the Yamashita Steamship

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W671-0121 (213)

- 2 -

for good and sufficient reasons.

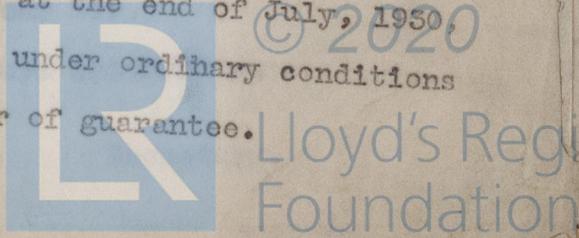
The form of guarantee, however, is not intended to be used in the case of very old vessels which are not in good condition and therefore not entitled to retain their class while laid up; and the Committee rely upon your exercising your discretion in not making use of the form of guarantee unless you are satisfied that the vessel is apparently in good condition entitling her to retain her class while laid up.

It is observed that in several cases you have obtained letters of undertaking from the Owners of vessels laid up without a Special Periodical Survey being overdue and it is assumed that you have had some very good reason for adopting this course, but unless you have any special reason for doing so it will be desirable for you to follow the practice of the Committee here, which is not in ordinary conditions to require a letter of guarantee from the Owners while the vessel is laid up unless there is an overdue Special Periodical Survey, that is to say, that the year of grace is expiring or has expired.

It has not been the practice of the Committee to require letters of guarantee in respect of Boiler Surveys.

In the case of the "SEIYO MARU" the Special Periodical Survey No. 1 became due at the end of July, 1950, and therefore the Owners would not under ordinary conditions have been required to give a letter of guarantee.

Harima Dockyard and was chartered to the Yamashita Steamship Company and left on the 18th September and the



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Owners: Mitsui Bussan Kaisha, Ltd. K.K.

W671-0121 (313)

Originally Classified: **COPY.**

Shelter Deck
with Freeboard - 3 -
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S.S. Ika No. 5 - 7

Similarly, in the case of the "SATSUMA MARU", referred to in your letter of the 23rd January, and your cablegram of the 27th ultimo, the Special Survey became due in August last and the vessel is therefore well within her year of grace, while the Boiler Survey became due in December last.

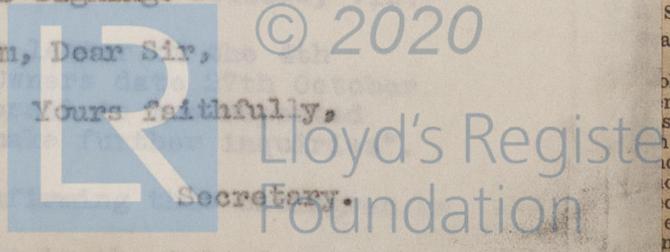
It is, of course, important that the practice in Japan should as nearly as possible follow on the same lines as that approved by the Committee here, and I shall be glad if you will be guided thereby in future, subject to your using your discretion in any case where you have good reason to assume that the vessel is not in good condition.

It is observed that in the case of the "SEIYO MARU" the letter of guarantee which was signed by the Owners was in English, whereas the letter which they wrote on the 9th August 1930, regarding the non-payment of the fees was apparently written in Japanese.

I am sending you some copies of the printed forms of guarantee so that you may make use of it in suitable cases.

I would suggest that in any particular case where you consider it necessary, it would be well for you to have it translated into Japanese, so that there is no doubt as to the Owner understanding what he is signing.

I am, Dear Sir,
Yours faithfully,
H. Jasper Cox, Esq.,
KOBE.
Secretary.



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