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Private and  
Confidential.

7th September, 1932.

Dear Mr.Court,

Reverting to your letter of the 11th November last, and the previous correspondence which has passed between us relating to the case of the steamer "DALIA", I think it well to let you know that we have now heard from the Society's Surveyor at Port Natal on the subject.

In his letter, dated 12th August, Mr.Boyle, our Surveyor, states that the vessel had returned to Port Natal for the new Convention Freeboard, and in conversation with the Master he learned that the vessel had recently dry docked at Colombo, but that the Society's Surveyor there was not called in, and that so far as is known the vessel was examined by the ship's Officers only.

The Master mentioned that he had specially examined the bottom to ascertain if there was any sign of hogging, as ever since the vessel was new there had been about 2" difference between the loadline and the corresponding draft marks, and he suggested that the draft marks were wrongly cut in, and asked whether they could be corrected. Mr.Boyle added that he endeavoured to check this statement concerning the

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draft marks, but that it was very difficult to do so as there is always a swell in Durban Harbour, and he accordingly suggested that the question might be deferred until the vessel is next placed in dry dock.

In these circumstances we are advising the owners of the Captain's statement regarding the draft marks being wrongly cut in, and asking them to let us know when and at what port the vessel will next be placed in dry dock, so that these may be verified. On receipt of the owners' reply, the Surveyor at the port in question will be confidentially informed regarding the alleged hogging, and requested, when verifying the draft marks, to examine the bottom for hogging.

As soon as we receive any further information regarding this case, I shall have pleasure in again communicating with you.

With kindest regards,

Yours sincerely,

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India Buildings,  
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