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Lloyd's Register of Shipping,

71, Fenchurch Street, E.C. 3.

RG

Contract No. 90.

26th March, 1926.

Dear Sir,

S. With reference to your letter of the 5th instant respecting the work which has been carried out to the Steel Screw Tug "H.C.HULL" at Dartmouth recently on account of her having put into that port in a leaky condition when on her voyage from King's Lynn to Luderitz, South-West Africa, I now beg to inform you that the matter has been enquired into so far as the action of the Society's Surveyor who surveyed the vessel at Dartmouth is concerned.

It would appear that on the 17th December last, the Society's Surveyor was requested by the Master and the Builders' Representative to join the Surveyor appointed by Lloyd's Agent in a damage survey. Joint recommendations were made by these Surveyors, which included the dry docking for further examination to place the vessel in efficient condition for her voyage to South Africa, and the Society's Surveyor states that the Master and the Builders' Representative were in entire agreement as to the desirability of carrying out the same. He adds, however, that no part of these recommendations could be considered

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2.

as being in the nature of repairs in respect of improvement or maintenance.

It is noted from your letter that you have been advised by your Solicitors that they are of opinion that the following two principal items, which were included in the account of Messrs. Phillips & Co of Dartmouth in connexion with the cost of repairs carried out, are in the nature of improvement or maintenance, viz:-

Re-riveting sheerstrake gunwale bar ... £50

Setting up keel plate £150,

but with regard thereto the Surveyor observes that the latter item was not carried out, although a number of additional items were put in hand, the principal of which were as follows:-

(1) Extra riveting to draw up counter plating and lower bar of rubber around stern where found open and allowing water to enter after peak. This work entailed the removal of a considerable portion of the wood rubber,

(2) Painting

(3) Boarding up for voyage,

and it would appear that the cost of carrying out these additional items was considered equivalent to the work which would have been entailed in setting up the keel plate, for which Messrs. Phillips quoted a price of £150.

I may further add that the Society's Surveyor under whose inspection the vessel was constructed at King's

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Lynn has also been communicated with regarding the repairs which were carried out, and he points out that when the vessel sailed from King's Lynn there were seven or eight tons of coal placed on the deck. The vessel encountered heavy weather down Channel and the Captain was so unwell that he had to be taken ashore. If this was the case, the repairs to a large extent may have been considered to be due to abnormal reasons, and the Society's Surveyor at Plymouth also states that in his opinion the situation may have been aggravated by some extraneous cause, not excluding grounding.

In view of the above statement made by the Society's Surveyor who surveyed the vessel at King's Lynn, it is not clear whether the Captain who left King's Lynn with the vessel was the same with whom the Surveyor at Dartmouth dealt.

It is hoped that the information given above will enable you to go further into the question of the items as regards the second part of Messrs. Phillips & Co's account, to which you have called attention.

I am, Dear Sir,

Yours faithfully,

Secretary.

The Secretary,

Office of the High Commissioner for the
Union of South Africa,
Trafalgar Square,
W.C.2.

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