

DISCLOSED SECTION

s.s. "ALIWAL" ex "HOEVELD"

Owners: South African National Steamship Co. (Pty) Ltd.

Managers: van Riebeeck Lines (Pty) Ltd.

Built: 1920

- Special Survey due 6.51.
- Boiler Survey due 2.51.
- Annual Loadline Survey due 20.6.51.
- Loadline Certificate expires 19.6.52.
- Set up bottom plating to be dealt with by the Special Survey.

Class expunged with a Black Line 7.9.51.

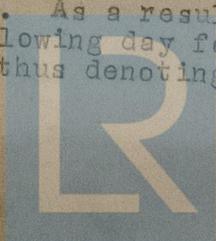
In May last year the Committee considered a request received from the Owners that the Special Survey might be postponed for 12 months, but the Durban Surveyors stated that, having examined the vessel on several occasions during the previous two years, they could not recommend such a proposal for favourable consideration.

The Owners were therefore advised that the Committee could not grant the year of grace in this case and that the Special Survey should be carried out at the due date. Messrs. van Riebeeck Lines expressed surprise at this decision and threatened withdrawal from class.

On the 22nd May, a further communication was addressed to the firm, stating that the Committee were quite unable to alter their decision in view of the major repairs necessary to maintain the ship in class.

On the 14th June last, the Durban Surveyors stated that they had been informed by the Owners that the Special Survey would be put in hand by the end of that month. Although the vessel was placed in drydock and opened up for survey, further suggestions were put to the Durban Surveyors in an endeavour to allow the vessel to sail without meeting the full requirements of the Committee. As a result of these overtures, the Durban Surveyors cabled this Office in August, forwarding a request that the vessel might proceed to Cape Town in ballast or with non-perishable cargo and there to lay up pending a decision regarding the very extensive repairs necessary. The Owners added that they were prepared to effect repairs essential for this voyage. On the 21st August, the Committee decided that they could not agree to the Owners' proposal, and that they must adhere to their previous decision.

On the 6th September a further communication was received from the Society's Surveyors at Durban, quoting a letter from the Owners, containing their decision to withdraw the ship from class. As a result the Committee gave instructions on the following day for the class to be expunged with a Black Line, thus denoting withdrawal of



Lloyd's Register Foundation

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class on account of reported defects.

From a letter received from the Senior Surveyor for South Africa, dated the 28th December last, it now appears that when the Owners made the proposal that the ship might proceed in ballast or with a non-perishable cargo to Cape Town, they were advised that the following items would require to be placed in good and efficient condition before such a proposal could be considered:-

1. Rudder and steering gear.
2. General freeboard requirements.
3. Decks and bulkheads to be made watertight.
4. All double bottom tanks to be made watertight.
5. Pumping arrangements to be placed in order.

When the Committee's decision to adhere to their previous ruling was conveyed to them, the Owners approached the American Bureau Representative, but that Society stipulated a Full Classification Survey would be necessary before any Certificate could be issued.

Having withdrawn the vessel from Lloyd's class, the Owners next approached the South African Government and the Government Surveyor undertook an inspection of the ship. Mr. Balfour states that he has always worked very closely with the Government Surveyor, but when the Government Surveyor advised the Owners of his requirements, he was informed that they were considered to be excessive and that they exceeded those stipulated by Lloyd's Register.

Mr. Balfour explains that he informed the Government Surveyor that his statement to the Owners merely covered the important points that would require to be placed in good order. In any event the whole issue was one to be decided by the Committee, who in fact did not approve the Owners' proposal and subsequently expunged class with a Black Line. Mr. Balfour remarks that, in his opinion, the Owners were at fault in quoting his tentative requirements.

The Owners next approached the Registro Italiano, who agreed to issue a Certificate, provided a full survey was carried out on the vessel's arrival at Cape Town. The Port Captain, however, refused to allow the vessel to sail, in view of the adverse report given to him by Captain Chettle, the Government Surveyor. Mr. Balfour now understands, though he has not been informed officially by the Port Captain, that there is a possibility of the Owners suing the Railways and Harbours Administration for wrongful detention, and that it is possible that this Society may be subpoenaed to give evidence if such action takes place.

It is also mentioned in Mr. Balfour's letter that the Chairman of Messrs. van Riebeeck Lines Ltd. is a Mr. W.C. du Plessis, a member of the South African Parliament, and that pressure has been brought to bear on the Government Surveyor, but so far without effect.

