

TELEGRAMS: LLOYDSREG
P.O. BOX 170

TELEPHONE No. 2-4092



Lloyd's Register of Shipping,

UNITED WITH THE BRITISH CORPORATION REGISTER

Cato House,
340, Smith Street,

DURBAN, 28th December, 1951.

BY AIR MAIL.

RECEIVED

- 2 JAN 1952

Ans'd.....

Dear Sir,

s.s. "ALIWAL" ex. "HOEVELD".

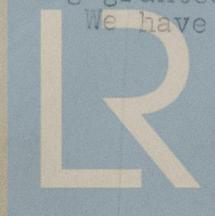
I think it well to bring to your notice, developments which have taken place in Durban regarding the above vessel.

As you are aware, a survey was carried out as indicated in Durban Report No. 5712. The cost of carrying out repairs recommended was considered excessive by the Owners, and we were then approached with the request that we indicate what repairs we would require to enable the vessel to make a voyage in ballast to Cape Town only, there to await the Owners further decision. I indicated 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 doublebottom tanks to be made watertight.
5. Pumping arrangements to be placed in order.

A request to carry cargo to Cape Town was then made, and we cabled the Committee on the 20th August, receiving their reply on the 21st August, in which we were instructed that the Owners' proposal to proceed to Cape Town only, could not be approved. The Committee's decision was duly communicated to the Owners who replied as per copy of their letter dated 30th August, sent to you with our letter of the 3rd September, indicating their decision to withdraw the vessel from class.

The Owners then approached the Union Government, requesting that the Government Surveyor of Ships carry out a survey with a view to a certificate being granted to allow the vessel to make this proposed voyage. We have always worked



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very closely with the Government Surveyor when our duties bring us in contact with him, and after he had carried out his survey and made his requirements known to the Owners, he called upon me and stated that his requirements had been considered excessive by the Owners and that he had been informed that they exceeded our requirements. I pointed out that my statement to the Owners merely covered the important points that would require to be placed in good order, and were subject to the approval of the Committee, and in view of the fact that the Owners' proposal was not approved, and the vessel was no longer classed with the Society, the Owners were at fault in quoting my tentative requirements.

The Owners next step was to approach Mr. A.E. Robinson in his capacity as non-exclusive Surveyor to the Registro Italiano, for a certificate covering this proposed voyage to Cape Town, and I understand Mr. Robinson was authorised by the R.I. to issue this certificate, subject to a full survey being carried out at Cape Town.

The Port Captain however, refused to allow the vessel to sail, in view of the adverse report given to him by Capt. Chettle, the Government Surveyor.

I have now heard from the Port Captain, although not officially, that there is a possibility of the Owners suing the Railways & Harbours Administration for wrongful detention, and it is possible that we may be subpoenaed to give evidence, if such an action takes place.

I think it well to inform you that, the Chairman of Van Riebeeck Lines (Pty) Ltd. is a Mr. W.C. de Plessis, a member of Parliament, and that pressure has been brought to bear on the Government Surveyor, but so far without effect.

This is the position at the present time, and I will keep you advised of further developments.

Yours faithfully,

P. G. Baerens

The Secretary,
LONDON.



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CLASSIFICATION
ADMIN.

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