

COPY.

Lloyd's Register of Shipping,

71, Fenchurch Street, E.C. 3.

Enclosures.

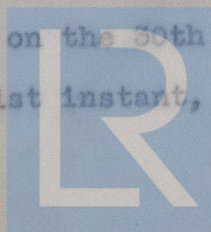
6th November, 1930.

Dear Sir,

I am directed to acquaint you that your Report of Survey No.1982 on the steamer "HUNTRESS" was submitted to the Sub-Committee of Classification at their Meeting on Friday, the 24th October, when it was decided to give instructions to expunge the vessel's class with a red line, and on the same day I cabled to you as per enclosed copy.

The case came before the General Committee at their Meeting on the 30th October, when they decided that action should at present be deferred upon condition that all repairs necessary to make the vessel fit to carry a full cargo of a dry and perishable nature and thus render the vessel eligible to retain her class of 100A1 in accordance with the provisions of the Society's Rules be carried out to your entire satisfaction before the vessel leaves Port Natal.

I cabled to you on the 30th ultimo, and received yours in reply of the 1st instant, as per enclosed copies.



©2021

Lloyd's Register
Foundation
W 582 0223 1/2

COPY.

-2-

For your information I enclose herewith copies of the correspondence which has passed between this Office and the owners, and from which you will see the difficult position in which the Committee have been placed through the issue of your Certificate which recommended -

- (a) That the vessel should retain her class of 100A1 subject to certain repairs (although she was not in your opinion fit to carry a dry and perishable cargo which every 100A1 ship is certified to do) and
- (b) that the vessel was fit to carry a non-perishable cargo up to 90% deadweight for any voyage other than North Atlantic.

These two recommendations are, as you will now see, inconsistent the one with the other. It is obvious that a vessel which is eligible to be classed a 100A1 must of necessity be sea-worthy, but it does not follow that a vessel which may be considered sea-worthy with a limited cargo on a specific voyage is fit to retain the 100A1 class. In fact, in the case of this vessel she was in your opinion only fit to carry a 90 per cent non-perishable cargo on a particular voyage ex North Atlantic trade, which of necessity ruled her out from being in the 100A1 category.

In the event of any similar case arising in future you should be guided by this explanation, which will obviate a recurrence of the trouble which has been experienced in this instance.

A.H. Boyle, Esq.,
PORT NATAL.

I am, Dear Sir,
Yours faithfully,
Secretary.

© 2021

Lloyd's Register
Foundation

W 082-0223 3/2