

Steel Screw Steamer "HUNTRESS"; No. 73708 in the Register Book;
4997 tons gross; Built in 1914-4 mo.; Port of Registry - Cape Town:

Classed:	100A1	LMC 7.26
	Shelter Deck with Freeboard	BS 7.29
	5.30	TS 7.29 (CL)
	s.s.P.Nl.No.3-7.26	

This vessel was under survey at Singapore in April/May
1914, when she was examined in drydock, and considerable repairs
were effected to the deep tank. Repairs were also carried out to
the hatch beam sockets and other minor repairs effected, and the
Surveyor reported that the vessel was eligible to remain as
classed, with fresh record of survey, subject to coamings being
cutted to escape holes in the tween decks, or to the openings being
closed at a convenient opportunity, and to the stem and shell
plating being faired at the Owners' convenience.

In consequence of the repairs carried out at Singapore,
the Owners requested that the Second Special Survey No.1, which
came due in July last, might be postponed until February next,
and this was agreed to.

The vessel duly returned to Port Natal, and has not
made another voyage. She was surveyed there ~~there~~ on the 21st
September, placed in drydock and some minor repairs carried out, and
was finally surveyed on the 22nd September.

The Surveyor reported that the vessel was eligible, in
his opinion, to remain as classed, subject to repairs being effected
to the tween decks, bulkheads and double bottom tank margin plating on
arrival at port of discharge, and that the vessel was fit to carry
non-perishable cargo up to 90 per cent deadweight for any voyage
shorter than North Atlantic.

This report, which was received on the 20th October,
was presented before the Classing Committee on Friday, the 24th October,
and was very carefully discussed and considered. It appeared to



Committee that, while the vessel was undoubtedly in the
 n of the Surveyor, in a seaworthy condition for the
 cted voyage indicated, she was not fit to carry dry and
 able cargo, and therefore not entitled to retain her class
 OOAl, and the Committee accordingly decided that her class
 be expunged with a red line.

Since then the present owners, Messrs. Rethymnis &
 ndis, have written a letter complaining of the action of
 committee. They state that one of the conditions of the
 se by them of this vessel was that a Lloyd's certificate
 worthiness should be obtained to enable the ship to carry
 rishable cargoes up to 90 per cent of the deadweight capacity.
 In condition they had chartered the vessel to load a cargo of
 from Durban to India, and thence to the Continent with
 ese ore, and they point out that, by the withdrawal of the
 's class, they are placed in a very serious position. They
 er state that they will carry out all the requirements of the
 Survey on the steamer's arrival in Europe, and they claim
 are entitled to reinstatement of class, and will be willing to
 itate such decision of the Committee by agreeing to effect
 able additional repairs if required.

In these circumstances, it is submitted for the
 eration of the Committee whether they will defer the
 ng of the vessel's class with a red line, in order to
 l the owners an opportunity of carrying out whatever repairs
 sidered necessary by the Society's Surveyor to carry dry and
 able cargoes and allow the vessel to retain her class. ~~for the~~

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