

73708 on 1  
Steel Screw Steamer "HUNTRESS"; No. 73708 in the Register Book;  
4997 tons gross; Built in 1914-4 mo.; Port of Registry - Cape Town:

assessed:                    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

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

In consequence of the repairs carried out at Singapore,  
e Owners requested that the Second Special Survey No.1, which  
ame 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  
de another voyage. She was surveyed there ~~there~~ on the 21st  
ly, placed in drydock and some minor repairs carried out, and  
s finally surveyed on the 22nd September.

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

This report, which was received on the 20th October,  
e 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  
 ected 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  
 these 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  
 leration of the Committee whether they will defer the  
 ing of the vessel's class with a red line, in order to  
 the owners an opportunity of carrying out whatever repairs  
 considered necessary by the Society's Surveyor to carry dry and  
 able cargoes and allow the vessel to retain her class. ~~for the~~

30. 10. 30.



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