

TELEPHONE: AVENUE 4981-2.  
TELEGRAMS: "DIOSKUROI, ALD, LONDON".  
CABLES: "DIOSKUROI, LONDON".

ALL SHIPPING CODES USED.

& KULUKUNDIS, LTD.

PROBROKERS.

DIRECTORS:  
MYMNIS, HELLENE.  
KUNDIS, "  
BETHYMNIS, "  
EDHON, "  
KUNDIS, HELLENE.  
KUNDIS, "

MK/DG.

HOLLAND HOUSE,

32, BURY STREET,

LONDON, E.C.3.



27th October, 1930.

The Secretary,  
Lloyds Register of Shipping,  
71, Fenchurch Street,  
E.C.3.

Dear Sir,

S.S. "HUNTRESS"  
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We have purchased this steamer on the 15th August last from the Government of South Africa, with delivery at Durban, Classed 100 A.I. but due for No. 1. Special Survey.

One of the conditions of the purchase was that Sellers were to effect all necessary repairs to obtain Lloyds Certificate of Seaworthiness to enable the ship to carry non-perishable cargoes up to 90% of the deadweight capacity. On this condition we have insured the steamer and also chartered her to load a cargo of coals from Durban to India and thence to the Continent with Manganese Ore. We have sent a Crew from these shores, and on the issuing of a Certificate by your Durban Surveyor on the 18th September last we have taken delivery.

We have now - more than a month after the issuing of the Certificate - received from the Master the following telegram:-

"LLOYDS CABLED SURVEYOR FOLLOWING PLEASE REFER TO YOUR REPORT 1982 IN VIEW OF VESSEL NOT BEING FIT CARRY DRY AND PERISHABLE CARGOES CLASS HAS BEEN EXPUNGED INFORM OWNERS STOP ABOVE REPORT MENTIONED IN CERTIFICATE GRANTED EIGHTEENTH SEPTEMBER"

Lloyd's Register  
Foundation  
W582-025/3

The Secretary,  
Lloyds Register of Shipping.

27/10/30.

We beg respectfully to submit that, although the Classification Committee are within their rights in withdrawing any steamer's Class on receipt of information regarding defects affecting same, the delay in taking a decision on your Durban Surveyor's Report issued previously to our purchasing the ship in August last, has placed ourselves (the buyers) in a very awkward position.

The Certificate having been granted we have taken delivery of the steamer, paid for her, practically releasing thereby the Sellers from further responsibility. While waiting at Durban for the cargo laydays to start, doing everything necessary to prepare the steamer for sea, and within four days of the start of the loading we are summarily informed that the Class is withdrawn, and without warning, and at the same time we are faced with a clear responsibility to the Charterers for misrepresentation and delay.

We have never been requested to carry out Classification requirements of repairs and have refused; in fact our group of Shipowners with nearly 45 steamers classed in your Society, including five that we have built, have always complied with the Classification requirements, and, in this case, our intention was to pass this steamer's survey on arrival in Europe. It is on this understanding that we have agreed to go so far away and take delivery and purchase the ship and, provided the Surveyors requirements were complied with so that an interim Certificate was granted until the steamer's arrival in Europe, it would have been unreasonable to request the new owners to pass the survey on the spot.

It is distressing to find that the South African Government having the ship at their own base were allowed the Class for so long and were actually facilitated to comply with the form if not the substance of the same contract in being supplied with the Seaworthiness Certificate only for it to be withdrawn as soon as we became the owners and for no fault of our own since the basis of the Committee's

The Secretary,  
Lloyds Register of Shipping.

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decision in expunging the Class is the original Surveyor's Report on the condition of the ship under the former owners.

We shall be very much obliged, therefore, if you will kindly place the matter for re-consideration before the full Committee.

We hereby again confirm that we shall carry out the requirements of the No. 1. Special Survey on the steamer's arrival in Europe.

We claim that we are entitled to re-instatement of the Class and will be willing to facilitate such a decision of the Committee by agreeing to effect reasonable additional repairs if required.

The enclosed letter will confirm to you that we are pressed by the Charterers, and under the circumstances the matter should be decided immediately.

Thanking you in anticipation,

Yours faithfully,  
RE HYMNIS & KULUKUNDIS,

*M. Hymnis*  
DIRECTOR.

Encls.  
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Lloyd's Register  
Foundation<sup>3/13</sup>  
W582 0281 1/3

Referred to the Chief Ship Surgeon.

*AS*

27 OCT 1930

Also for Mr. Carey to note.

Sp. Surgeon



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