

by Chief Ship Surveyor

Received from Chief Ship Surveyor

24. 10.30

EL'S NAME Steel Sc.Sr. "HUNTRESS"

Rpt. P.NI. No. 1982

The remarks of the Chief Ship Surveyor are desired on this case for the consideration of the Classing Committee.

("The endorsement to contain a succinct summary of any repairs that have been required and to show the cause or causes of such repairs, and also to bring out clearly any exceptional features in connection with the case, so that the Classing Committee may have all the salient points presented in the endorsement."—Extract from Sub-Committee's Report, 24/5/92).

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The class is subject to coamings being fitted to escape holes in the tween decks or the openings being closed at a convenient opportunity or when the carriage of railway sleepers is completed, to the stem and shell plating being faired at the Owners' convenience and the after bulkhead of the deep tank being further examined and repaired and the lower hatch beams dealt with at the first convenient opportunity.

The 2nd S.S. No.1 became due 7.30 and a proposal to postpone same until February has been agreed to (5th May.)

On the 8th July the Port Natal Surveyor was informed that if the deep tank was being used as a tank repairs should be carried out forthwith, but if the tank was not being used as such arrangements should be made for the examination of the deep tank and the necessary recommendations made.

On the 3rd July the Owners authorized Representatives of prospective buyers to view records etc.

On the 23rd July the Port Natal Surveyor cabled that extensive repairs were necessary to double bottom tanks Nos. 1 and 2, also deep tank and the Owners requested that the prospective purchasers be given full particulars regarding the vessel.

On the 24th July Messrs. A. Temperley & Co., Ltd., wrote asking if a seaworthy certificate could be granted for the vessel to proceed to the U.K., say with a cargo of maize, and in reply to enquiry the Surveyor cabled "Proposal unsatisfactory, vessel is, in my opinion,

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unfit to retain her class unless specially examined throughout".

On the 29th July Messrs. Temperley & Co. stated that the Owners wished that the actual prospective buyers should get in touch with this Office.

The purchasers' representatives, Messrs. Vergottis, Ltd., on the 6th August stated "Following on a cable received from Durban "about a week ago intimating that a certificate would be granted for the "carriage of a full cargo of ore, scrap-iron or coke, another has now "come to hand indicating that non-perishable cargoes may be carried on "any voyages which do not involve a North Atlantic passage, but that the "vessel must not be laden beyond 90% of her deadweight capacity, and we "are somewhat concerned as to whether this modification is the result of "some new development of which we have no knowledge".

In reply to enquiry the Surveyor cabled as follows:-

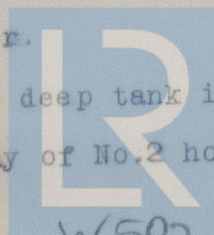
"In view of deterioration found generally upper deck, tween decks, "collision bulkheads, deep tank bulkheads, tank top and internal surfaces "of shell consider vessel is unsatisfactory for dry and perishable cargo "or full deadweight. South Africa Government Surveyors concur".

The Surveyor now forwards his report.

The vessel has been placed in dry dock, a perforated shell plate repaired and minor repairs carried out.

The after bulkhead of the deep tank is badly wasted generally and has been pierced with a testing hammer.

The shaft tunnel in way of the deep tank is thin, margin plates of Nos. 1 and 2 double bottom tanks in way of No. 2 hold wasted and easily



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perforated at each bilge bracket with a testing hammer.

The vessel has been generally examined and found coated with heavy scale on all internal surfaces, the collision bulkhead wasted, after engine room bulkhead thin in places, bridge/^{HOUSE} front ~~bulkhead~~ wasted and holed in several places and the seams of the three last named bulkheads rust sprung and rivets started, a number of upper deck plates thin and one deck plate punctured.

It was pointed out ^{TO THE SURVEYOR} by the Owners' representatives that it was their intention to sell the vessel as she was and in order to meet their wishes an interim certificate was issued, subject to repairs being effected to decks, bulkheads and double bottom tank margin plating on arrival at port of discharge, the vessel being fit to carry a non-perishable cargo up to 90% deadweight for any voyage other than North Atlantic.

The Owners (Union Government of South Africa) wrote on the 25th August from Johannesburg that the vessel had been sold to foreign buyers for delivery at Durban by the 15th October, and on the transfer being effected other particulars of the sale and names of the new Owners would be duly communicated.

Mr. Wm. Shyvers, Chartering Agent and Shipbroker, now writes on behalf of clients that he chartered this vessel on the 6th instant for a voyage from Marmagoa to Antwerp, Calais or Dunkirk, the vessel being described in the charter as "classed 100AL Lloyd's", but on his Principals endeavouring to cover the insurance of their manganese at Lloyd's they were informed that the Underwriters had received information concerning the vessel which made it impossible for them to quote, and in

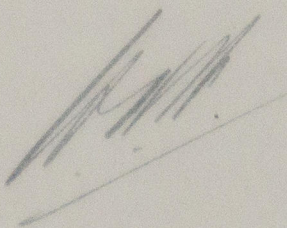
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consequence the cargo is uninsurable.

Mr. Shyvers asks to be informed whether the vessel still holds her classification of 100A1 and whether the Committee have any information which they are able to give him as to why the Underwriters decline to insure cargo in this vessel.

The case is submitted for the consideration of the Committee.

The Certificate of Classification to be endorsed "*Cargo battens not fitted*" and the same notation to be printed in the Register Book.



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23.10.30.



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