

ent to Chief Surveyors

Received from Chief Surveyors

9.8.30

VESSEL'S NAME Steel S.S. "HUNTRESS" Report Sng. No. 4709**For the CHIEF SHIP SURVEYOR and CHIEF ENGINEER SURVEYOR.**

(In cases which have to be submitted to 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.)

Nature of Survey _____ When due _____

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.

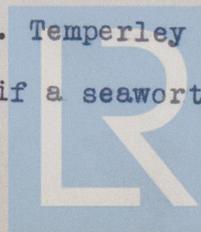
The 2nd S.S. No.1 became due 7.30 and a proposal to postpone same until February has been agreed to.

On the 8th ultimo 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 ultimo the Owners authorized Representatives of prospective buyers to view records etc.

On the 23rd ultimo the Port Natal Surveyor cabled as follows "Extensive repairs necessary double bottom tanks Nos. 1 and 2, also deep tank. Owners request Temperley, London, prospective purchasers be given "full particulars regarding vessel."

On the 24th ultimo Messrs. A. Temperley & Co., Ltd., wrote stating it would be of great assistance if a seaworthy certificate could



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Steel S.S. HUNTRESS"

be granted for the steamer to proceed to the U.K. Continent, say with a cargo of maize, and in reply to enquiry the Surveyor cabled as follows:-
"Proposal unsatisfactory, vessel is, in my opinion, unfit to retain her class unless specially examined throughout".

On the 29th ultimo 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., who have had an interview in this Office now state :-

"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 the circumstances we shall be greatly obliged if you will kindly cable to your Surveyor at Durban, enquiring: Is there any damage beyond stem bar, shell plating, lower hatch beams, after bulkhead deep tank, Nos. 1 and 2 tank tops and what is reason for restricting loading to non perishable cargoes and to 90% deadweight".

It is submitted for the consideration of the Committee
prospective
whether the/Purchasers' Representatives' request might be acceded to.



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