



LLOYD'S REGISTER OF SHIPPING

UNITED WITH THE BRITISH CORPORATION REGISTER

Cato House, 340, Smith Street, Durban

Telegrams: Lloydsreg

P.O. Box 170

Telephone: 2-4092

AIR MAIL RECEIVED 7th May, 1960.

Reference

THN/MM

23 MAY 1960

Ans d.....

Dear Sir,

"LUXMI" and "TWEEDBANK"

We are in receipt of your letter Classn.(S) of the 13th instant in respect of Durban Reports Nos. 8750 and 8763, and in reply would advise you as follows:

"LUXMI" RPT. NO. 8750.

When the ship drydocked here she only had 13 lengths of chain cable connected. Stowed in No. 1 Hold were 5 lengths which the Owners had placed onboard with a view to fitting at Durban. We only fitted 3 lengths here, giving us 16 lengths and replaced the other two lengths in No. 1 Hold with the recommendation that they be connected when suitable shackles had been obtained.

The history of the chain cable so far as we could ascertain at that time is that when the port bower anchor was lost at Antalaha, Madagascar, on the 14th August, 1959, the cable parted at a position 5 links inboard of the 3rd shackle and the 6th link was distorted. It was therefore necessary to remove this length, that is the 4th length. We could not get any information about the loss of a 5th length and in consequence we again counted the lengths and found there were only 13 lengths connected and with the 3 lengths fitted brought the total to 16 lengths.

We therefore made the recommendation that 2 lengths, which are stowed in No. 1 Hold, be connected at the first opportunity - this would then bring the total number of lengths up to 18, which is Rule requirement.



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We note your remarks regarding approved proving houses abroad and will be guided accordingly. We were at that time not sure whether all the proving houses which had re-tested the cable were approved by the Society.

We have not issued an amended certificate because we considered that in light of the above remarks it would be advisable to await further information from you.

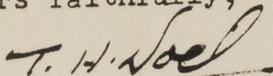
The Owners' Resident Marine Superintendent has confirmed that when the ship arrived here she only had 13 lengths connected and that 5 lengths were onboard and were intended to be fitted here.

"TWEEDBANK" RPT. NO. 8763.

We have issued an amended certificate as requested by you.

It is thought well to point out that we were not aware of the fact that 60 fathoms of chain cable fitted at Hong Kong in January, 1960, were fitted as a temporary measure only. The Owners' Resident Marine Superintendent was not aware of this and was surprised to hear that a further 60 fathoms of chain cable was required.

Yours faithfully,



T. H. NOEL.

The Secretary,
LONDON.



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