

COPY

LLOYD'S REGISTER OF SHIPPING

UNITED WITH THE BRITISH CORPORATION REGISTER

71, Fenchurch Street London, E.C.3

Telegrams : Committee, Fen, London

Telephone : ROYal 3551 (6 Lines)

AIR MAIL

22nd February, 1952.

Enclosures

Dear Sir,

"LEELAVATHI"

As Senior Surveyor for India, your attention is called to the case of the Basset type Trawler "CALCUTTA" which was purchased in 1950 by the Andhra Trading Company of Bezwada, S. India, and submitted for classification at the hands of Mr. Fatkin of Vizagapatam. n.n./

At that time Mr. Fatkin stated that ~~two~~ bower anchors and 165 fathoms of 1.3/32" mean dia. cable on board were examined and found in good condition but no marks were discernible and no certificates were available. He also reported the amount of hawsers, warps etc., on board, but in a covering note stated as follows:-

"No distinguishing marks could be located on the anchors or cables and no certificates are available. The two bower anchors (no spare) are in good condition, and of the 13 lengths of what is stated to be 1.1/8" diameter cable, 2 lengths have a mean dia. of 31/32", the remainder a mean of 1.3/32". The wires on the vessel are in poor condition and no stream anchor exists."

Subsequently it was arranged to fit her for cargo carrying on a coastal trade between Calcutta and Madras and the alterations in connection therewith were approved in this Office.

The completion of this work was carried out at Madras under the inspection of Mr. Cooper between the 30th November 1950 and the 28th November 1951, and the whole case both as regards hull and machinery is in order for the assignment of a class of 100A1 "Coasting Service Burma, East Pakistan, Ceylon & Indian ^{Coast} Ocean" with the exception of the equipment.

There is a deficiency of one bower anchor and one stream anchor, and no identification marks or certificates as to tests are available either for the anchors or chain cables on board.

The question was submitted to the Committee as to

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whether they would be prepared to class the ship without the figure '1' leaving that symbol for assignment when the equipment of anchors and cables had been placed in order, or whether, under Classification Regulation 202, Section 2, page 8, they would withhold classification until the equipment had been brought up to Rule requirements.

They decided upon the latter course as they are now tightening up their attitude towards equipment, the improper provision of which might, in their view, constitute a legitimate cause of unseaworthiness.

They realise, however, that the circumstances are most unusual and that their present practice is somewhat of an innovation.

They have therefore agreed to the issue of load line certificates for the full 5-yearly period, which are enclosed for transmission to the Owners on the understanding that the Committee's requirements as regards equipment will be complied with as soon as possible.

In this connection perhaps you will be good enough to instruct the Madras Surveyor to confirm by letter that the conditions of assignment detailed in my letter to him of the 9th instant have been complied with.

As regards the means possible of adoption for bringing the equipment up to Rule requirements, I was wondering whether there are likely to be any records either at Bombay or Calcutta of the tests generally applied to Basset type trawler equipment which might perhaps prove useful so far as the chain cable is concerned.

I think that as the anchors are reported to be in good condition the Committee would be prepared to accept the two bowers on board if they were weighed and found to accord with Rule requirements on this score. In other words I think they would only insist on testing the chain cable if you are unable to give any assurances of the original testing for this type of ship.

Perhaps you will let me have your comments and suggestions when you have made the necessary enquiries from Mr. Cooper at Madras.

Yours faithfully,

J. Rundle, Esq.,
BOMBAY.

Clerk to the
Classification Committee