

COPY

Lloyd's Register of Shipping,

71, Fenchurch Street, E.C.3.

18th December, 1947.

Dear Mr. Bennett,

I have to acquaint you that careful consideration has been given to New York Report No.47899 on the T2 Tanker "GRAVENCHON" ex "SEDAN" in which the American Committee decided to accept an excess of 35 cwt. in the Rule collective weight of bower anchors as compensation for a deficiency of 30 fathoms in Rule length of the 330 fathoms of 2.5/16" high tensile steel cable. This cable, as permitted by Rule, is 3/8" less in diameter than the ordinary Rule wrought iron cable, and consequently about 27 per cent less in weight.

In view of high tensile steel cables being of considerably less weight than the corresponding wrought iron cable, the practice hitherto has been that no reduction in the Rule length and weight of the former is permissible.

If therefore this case had been dealt with in this Office it would have been submitted that the class be subject to 30 fathoms of chain cable being supplied.

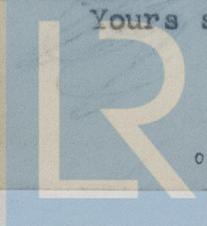
In the case of ships of this type taken over by British Owners and now being classed with the Society, a similar deficiency in the length of the 2.5/16" high tensile steel cable is reported, the anchors being similar or greater in weight than in the case under consideration. These Owners have already been advised from this Office regarding the length required in each ship to bring the cable up to the Rule length of 330 fathoms.

We should naturally wish to adopt, if possible, uniform practice for the equipment of these T2 tankers and I shall be glad to have your comments in regard thereto.

I may add that, when approached on this subject, the Anglo-Saxon Petroleum Co., stated they were arranging to supply the extra cable quite regardless of the excessive weight of the anchors, it being their view that if the original anchors were lost they would only replace them by anchors of Rule weight. Meantime confirmation of the Minute in this case has been withheld.

Yours sincerely,

Wm. Bennett, Esq.,
NEW YORK.



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