



# LLOYD'S REGISTER OF SHIPPING

Rua da Candelaria 80, 6th Floor,

(Caixa Postal 4481), Rio de Janeiro

Telegrams : Surveyor, Rio de Janeiro

Telephone: 23.2523

Reference

RECEIVED

11th. July, 1962.

16 JUL 1962

Dear Sir,

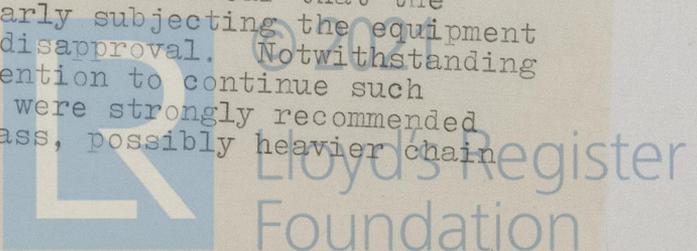
Ans'd. *30/7*

"CUTRAL CO"

We have to acknowledge receipt of your cablegram of the 28th. June, as follows:-  
CUTRAL CO REFERENCE ALTERATIONS TO WINDLASS AND ASSOCIATED GEAR YOUR REPORT 8408 OWNERS COMPLAIN SURVEYOR NOT PRESENT AT BERTHING TRIALS WITH NEW EQUIPMENT ON EIGHTH JUNE ALTHOUGH REQUESTED BY SHIPYARD STOP PLEASE FORWARD COMMENTS WRITING = COMMITTEE  
also your letter of the same date with enclosure.

Referring back to the start of this case, the above ship arrived at the Verolme shipyard at Jacuecanga in July, 1961, when alterations were carried out to the windlass and anchoring arrangements under our survey. At the same time and in connection with the same repairs, the ship was under survey by us on behalf of Underwriters, at the request of Lloyd's Agents in Rio de Janeiro. Our Report 8 n° 8062 and Damage Report issued on the 24th. August 1961 gave particulars of this work, and we would also refer you to our letter ref. Classn/Ship of the 31st. August 1961 on the same subject.

At this time, the Owners representative was advised that, from a Classification point of view, the anchoring installation was considered satisfactory for all normal use. It was also made clear that the use to which they were regularly subjecting the equipment could merit nothing but our disapproval. Notwithstanding this, should it be their intention to continue such usage of the equipment, they were strongly recommended to fit a more powerful windlass, possibly heavier chain



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cables, and to modify the mouth bolsters of the hawse pipes to give a much easier radius. From the Underwriters point of view, the Owners were advised that such modifications should be considered as being to Owners account for reasons clearly stated in the Damage Report.

In May and early June of this year the ship returned to Jacuacanga, where some of the above suggested modifications were effected. We were in close touch with the shipyard before the ship's arrival and during the work, a Surveyor from this Office being in the shipyard on the day prior to the arrival of the ship and on three occasions during the time of alterations on the ship.

On one of these occasions, arranged with the shipyard in order to witness the completion and test of the equipment, it was found that the work was only 90% complete due to problems of delivery. The yard then requested a surveyor to attend two days later and were advised that, due to other commitments, this was impossible. Upon return from Jacuacanga the undersigned Surveyor spoke to the Owners representative on the telephone and explained the situation. We advised this Representative that the installation of a new, more powerful, Clarke Chapman Steam windlass complete with seating, chain stoppers, suitable modification of spurling pipes to chain locker, and new cast steel mouth bolsters on hawse pipes had been examined and was to our satisfaction. All that remained to be done was to fit reversing gear, Ferodo linings on the windless brake bands, at the request of the Owners, and to test the windlass under working conditions.

The following week a Surveyor was again in the shipyard, but the installation was still not ready to test. The Surveyor was requested to return the following day but the shipyard was advised that it was quite impossible for us to make such short term arrangements to visit Jacuacanga. Other pressing commitments and the journey involved required more notice for surveys to be held.

In this latter respect it is felt that you should be advised of some of the difficulties involved in this journey.



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- (a) a 500 kilometre return journey, 50% in very rough terrain normally taking a total of 10 hours.
- (b) a 40 minute launch journey each way to the shipyard from the roadhead at Angra dos Reis.
- (c) the journey through the rough terrain is hazardous and the Surveyor and driver always travel armed, in common with other personnel who are called upon to make this journey.
- (d) on account of the foregoing, our Rio office ruling calls for a start from the Rio side not later than 5.00 am. which allows the return trip to be partly completed in daylight, over the mountainous and roughest part. This has the added advantage of getting the Surveyor home by 9.30p.m.; his day having commenced at 3.30 a.m.

We can also confirm that, at this time, the road had not been closed due to landslides, a frequent occurrence after heavy rainfall from which this area suffers all too frequently.

In view of these difficulties, it was explained to the Owner that we were unable to complete the full survey requirements to meet his anticipated schedule and that we could issue an interim certificate stating that the modifications had been carried out to our satisfaction and recommending that the outstanding testing of the windlass under full working conditions be carried out at the first opportunity.

We trust that we have appended sufficient information to enable the Committee to take whatever action they see fit.

Yours faithfully,

*R. Senax Leishma*  
For the Surveyors.

The Secretary,  
LONDON.



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