

M.V.

s.s. "PINE COURT" ex "HENRY HORN"

The above vessel was built in 1924 and was originally classed with the Germanischer Lloyd.

The vessel has been under survey at Hamburg with a view to classification with this Society.

A Representative from Messrs. E.H.Mundy & Co. called at this Office last week and asked if the anchors and chain cables would require to be retested. The report on the vessel had not been received, but he was informed that provided the equipment was in good condition and had been tested at a public machine recognised by the Committee, in accordance with the requirements of the Rules, it would be accepted, but at the same time it was pointed out that the Board of Trade might require the equipment to be retested on a machine licensed by them in accordance with the Anchors & Chain Cables Act.

This question was raised in the case of the s.s. "MACVILLE" in November 1926, and in the case of the "TREWORLAS" in October 1931, and it was then considered that the application of the Anchors & Chain Cables Act in such matters was one that rested between the Shipowners and the Board of Trade.

A letter has been received from Messrs. E.H.Mundy & Co. stating that they have received the Interim Certificate from the Hamburg Surveyors, in which they state it is recommended that the vessel is eligible to be classed 100A etc. subject to anchors and cables being retested and 15 fm. of chain cable being supplied".

The Writers would be glad to know in connexion with the other steamers they are taking over whether the retesting of the equipment is necessary so far as classification is concerned.

In reply to enquiry as to their reason for recommending the anchors and chain cables to be retested, the Hamburg Surveyors have cabled as follows :-

"Anchors and chain cables examined and found good 15 fm. of chain cable still require to be supplied. Retesting recommended only as this is required by Board of Trade for British ships".

In view of the above it is submitted the Hamburg

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Surveyors might be informed that provided the certificates and the marks on the equipment are in order, the figure 1 could be recommended, and, if this is so, they should be instructed to issue a new interim certificate without special condition except in respect of the 15 fm. of cable to be supplied.

Messrs. Mundy & Co. might be informed of the action taken and requested to return the certificate in their possession.



27.8.34



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015273-015283-0381²/₂