

Received by Chief Ship Surveyor 21. 10. 00

Received from Chief Ship Surveyor

VESSEL'S NAME *Soc. S. S. "Isola di Favignana"* Report *Sgn.* No. *136*

The remarks of the Chief Ship Surveyor are desired on this case for the consideration of the Classing Committee.

("The endorsement to contain a succinct summary of any repairs that have been required and to show the cause or causes of such repairs, and also to bring out clearly any exceptional features in connection with the case, so that the Classing Committee may have all the salient points presented in the endorsement."—Extract from Sub-Committee's Report, 24/5/92.)

Nature of Survey

Trit entry

It is submitted that before this case receives the consideration of the committee, the Leghorn Surveyor should be informed that the Test Certificate now received from him is for 15 fathoms of $1\frac{3}{16}$ " stream chain and not a test certificate for the 15 fathoms of $2\frac{1}{16}$ " chain cable which is required to complete the length of 270 fathoms, and this should have been evident to him from the size of the chain stated on the certificate.

It should again be pointed out to him that the test certificates produced at Cardiff were only for 255 fathoms of $2\frac{1}{16}$ " chain cable, leaving a certificate for 15 fathoms of $2\frac{1}{16}$ " cable to be produced, which the Captain stated must have been left at Leghorn as it was not on board the vessel.

The Surveyor should be informed that it is necessary for the certificate for 15 fathoms ^{to} be produced before the vessel can be recommended to the Committee for the figure 1 for equipment, and in the meantime the classification of the vessel is being delayed.

Dr. to Leghorn
#11/00

C. X. P.
31/10/00
© 2021



Lloyd's Register
Foundation

It is submitted that before this case reaches the consideration of the Committee, the Lehigh Surveyor should be informed that the Test Certificate now received from him is for 15 fathoms of $1 \frac{3}{16}$ " stream chain and not a test certificate for the 15 fathoms of $2 \frac{1}{16}$ " chain cable which is required to complete the length of 270 fathoms, and this should have been evident to him from the size of the chain stated on the certificate.

It should again be pointed out to him that the test certificate produced at Cardiff were only for 255 fathoms of $2 \frac{1}{16}$ " chain cable, leaving a certificate for 15 fathoms of $2 \frac{1}{16}$ " cable to be produced, which the Captain stated must have been left at Lehigh as it was not on board the vessel.

The Surveyor should be informed that it is necessary for the certificate for 15 fathoms be produced before the vessel can be recommended to the Committee for the figure 1 for equipment, and in the meantime the classification of the vessel is being delayed.



© 2021

Lloyd's Register
Foundation