

Any further Communication on this
subject should be addressed to
THE SECRETARY
and the following Initial should be
quoted in the left hand corner.

Lloyds Register of British
and Foreign Shipping.

2, White Lion Court, Cornhill, E.C.

25th September 1891

From S. "Rangitiki" No. 84 in Reg. Bk.

In accordance with instructions to
manure & report on the Chain cables
of this vessel, in connection with the
fact that the cables on board on her
recent passage to New Zealand parted,
& were partly lost, while the vessel was
riding at anchor in Napier Bay,
& that a mixed lot of cable was put
on board for her homeward passage,
I have to state

1st In regard to the cable put on board
for the homeward passage, the owners
inform me that, since the vessels arrival,
it had been sold

I have succeeded in tracing six
lengths of this at Messrs. Lamb & Bech
Wharf R. India Dock. This I have
carefully manured & measured. In
no part is it less in size than $1\frac{12}{16}$ in
bare, & in some parts it measures $1\frac{13}{16}$ in.
It is in very good condition & from
its

its appearance, I should judge it to be made of good material.

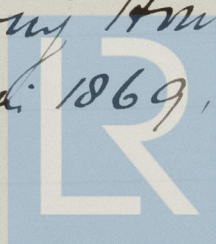
Two of these lengths are marked as having been tested at Lloyd's Cambrian Riving house, but I can find no number to identify the certificate.

Other two lengths are marked with the Mersey Dock & Harbour Board test, the No. of the certificate being 1382.

On the other two lengths I have failed to find test marks, but, as I have above stated, the whole of this chain is $1\frac{1}{16}$ " or above, the size required by Rule for this vessel being $1\frac{1}{16}$ " for New Chain.

Mr. Gray informs me that he measured these cables when the vessel arrived, & found some less in size than $1\frac{1}{16}$ " & some of it as much as 2 in. in diameter.

I hope to be able to find more of this cable, & if so, will report further. 2nd With regard to the original cable, certificates show that the Mersey Dock & Harbour Board tested Chain No 1382 & some chain cable tested at the Cambrian Riving House was supplied to the vessel in 1869, so that it would



appear that the four lengths referred
to above formed part of the cable
which failed.

Geo. V. Cooper

Since writing the above I have succeeded
in finding other four lengths of the
homeward cable. I cannot find any
test marks on the links, but it measures
 $1\frac{12}{16}$ " to $1\frac{13}{16}$ ", & on the ends of the links
is marked the makers name "Abbott".
These lengths are in good condition.

The rest of the chain is sold and
dispersed.

Geo. V. Cooper

20/9/91



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Foundation

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