

24th September, 1920.

Sir,

I beg to acknowledge receipt of your telegram received today and my wire in reply as follows:-


Received: "Understand some difficulty arisen with you for want of test certificates one anchor No.12460 and two lengths cable No.20008 bought by Cantiere San Rocco from Cantieri Navali Riuniti Please wire identification marks and explain fully by letter.= Committee."

"Stockless anchor LPHBC 12460 weight 64 cwts two lengths cable BPHBC 20008 diameter 55½ millimetres supplied steamer Brenta understand certificates on board Palermo steamer Montegrappa writing.= Register."

In explanation I have to inform you that the anchors and chains for Messrs Cantiere San Rocco's new vessel 34, S.S. "BRENTA", ex "Narenta", which has recently been completed, were obtained by this firm from the Cantieri Navali Riuniti of Venice.

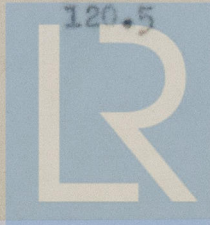
A certificate No.19783 for 270 fathoms of 55.5 m/m link chain was supplied, but 2 of the 18 lengths of chain the following mark:-

11.12.17
86 1/8

L.P.H.-B.C.
B  T

20.008
120.5

1917 B.L.C° L^{td}
6379



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From this it would appear that two lengths of chain corresponding with the certificate No.19783 have inadvertently been either retained by the Cantieri Navali Riuniti or disposed of by them to some other purchaser.

The Cantiere San Rocco wrote to the Cantieri Navali Riuniti pointing out that the two lengths of chain are not corresponding with the certificate and asked them to either send on the 2 proper lengths of chain or to send the certificate corresponding to the 2 lengths already in their possession.

A stockless anchor bearing the following marks was supplied by the same firm to the same ship, but the certificate sent was No.12591, so that apparently the wrong certificate was forwarded:-

42.1.0	L.P.H.-B.C.
L.P.H.-B.C.	12460
2847	26.17
6.7.17	50.5
	B W T
Weight 64.0.0	

The Cantieri Navali Riuniti replied saying that they regretted the mistake which had arisen and that the certificates for the anchor and two lengths of chain were on board the Cantiere di Palermo steamer "MONTE GRAPPA" which is now at sea, but on the return of this steamer they would obtain the certificates in question and forward them for verification with the marks on the anchor and cable on board the "BRENTA".

Under these circumstances when these certificates are received they will be endorsed if correct and handed over to the owners of the S.S. "BRENTA".

S.S. "BRENTA"

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The First Entry Report on the "BRENTA" will be forwarded to London in a day or two, but will omit the particulars from the certificates for the one stockless anchor and 2 lengths of cable in question in the meantime.

I am, Dear Sir,

Yours faithfully,

R. G. J.

Principal Surveyor.

The Secretary,

TRIESTE.



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