

Received by Chief Ship Surveyor.....

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VESSEL'S NAME "WOENSDRECHT" REPORT Bel. No. 13244.

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.)

The 2nd S.S. No.1 or a General Examination in lieu became due 11,41.

The vessel recently came under survey at Belfast and the Surveyors stated that the chain cables except one length were worn to at least 1/16" below the Rule limit and they recommended that new chain cables be supplied as early as possible. This was agreed to on the understanding that the chain cables would be dealt with so as to bring them in reasonable conformity with the emergency requirements at the earliest practicable date.

The Surveyors' report has now come to hand, the vessel has been placed in dry dock, bottom coated, a General Examination held and minor repairs effected.

Of the 270 fathoms of chain cable required, 255 fathoms are worn to below the Rule limit. and on board

It is stated 210 fathoms of chain cable are on order, to place the equipment in order with the emergency requirements.

The original statement by the Belfast Surveyors regarding the wear of the chain cables is now found to have been misleading as it was understood that the wear of the chain cables was not excessive whereas in reply to an inquiry it now appears that 30 fathoms are worn 7/32nds, below the Rule limit, 180 fathoms worn 5/32nds, below the limit and 30 fathoms worn 3/32nds, below the limit and 15 fathoms worn 1/32nd below the Rule limit.

The full length of equipment is on board and it is considered that the 2 most worn lengths, at least, should have been disconnected. (The length of cable <sup>there</sup> remaining would not ~~have~~ have been less than the emergency requirements.)

It is submitted that a record of docking survey 5,42 be made but that action be deferred for equipment and that the notation of 'Examined 5,42' valid for 12 months, as recommended, be not assigned until the equipment has been placed in reasonable order.

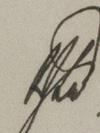
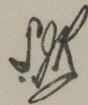
5,42 Bel. Insert in S.R.L. 210 fathoms of c.c. to be supplied at earliest opportunity (to replace worn cable). (45 fathoms to be supplied).

Arrangements should be made to disconnect the 2 most worn lengths of chain cable as soon as possible.

The BELFAST Surveyors should be informed that their cablegram of the 25th April last was understood to imply that the chain cables were not worn to a great extent below the Rule limit, whereas according to the particulars now furnished, 2 lengths are worn  $7/32$ nds below the Rule limit and account being taken of the permissible deficiency during the present emergency, it is considered that these 2 badly worn lengths should have been disconnected.

In the circumstances, the notation of 'Examined 5,42' as recommended has been withheld pending the placing of the chain cables in reasonable order consistent with the retention of the figure 1 as part of the vessel's class.

X



30.6.42.



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