

S.S. "MAID OF ATHENS".  
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*Artemio Pitta*

This ex-German vessel (built in 1906) was recently classed 100A— after survey at Bristol. The figure 1 was not assigned as the cables were not up to the requirements of the Rules.

The Owners now protest that at the time of survey the question of the equipment was fully gone into, and that as all the recommendations of the Surveyors were complied with, they consider they are entitled to the figure "1".

The cables found on board the vessel at the beginning of the survey were deficient in length, and also some difficulty was experienced in obtaining the equipment numeral of the vessel. The chains appear to have been examined by the Surveyors prior to its being decided as to what actual grade governed the requirements for the equipment.

The Owners are therefore correct in stating that the equipment was examined but this was done without knowing whether cables of the size originally fitted corresponded to the Society's Rules. Subsequently, it was found that the equipment letter governing the case was "o" and the cables required under this grade are 240 fathoms of 1-9/16", which, in a vessel of the age of the "MAID OF ATHENS", could be allowed to be reduced to 1-13/32 before renewal.

When the equipment was first examined, it was stated that 108 fathoms of 1-7/16" cable were on board, but as in a subsequent letter the Surveyors reported that part of the cable was worn to 1-6/16", they were pressed for a definition as to the exact size and they now state that no cable is worn to 1-6/16".

The original weight of the cable on board was 242cwt. 1qr. 4 lbs, and one length of this has been renewed in the 1-7/16" cables; assuming the renewed length is of the same weight as the old length replaced, the deficiency in total weight of cable would be 55cwt. 1 qr. 4 lbs. In consequence, the Surveyors at Bristol were informed that to enable the cables to be accepted, it would be necessary to supply additional 45 fathoms of 1-8/16" chain.

It is not, however, clear that the Society's Surveyors at Bristol drew the Owners' attention thereto, as from the Owners' letter would appear that had they done so, the equipment would have been

completed, when the vessel could have been recommended for the figure "1".

In view of the difficulties which the Owners state they are experiencing owing to the full 100A1 Class not having been assigned, it is submitted that in the circumstances the figure "1" might be assigned subject to 45 fms. of 1-8/16" cable being placed on board at the earliest opportunity.

The Bristol Surveyors should be informed that it is not understood why the Owners' attention was not directed to the requirement in the Secretary's letter of 29th September 1922, as had this been done, the difficulties in which the Owners have been placed would have been obviated.

*[Handwritten Signature]*  
14.12.22

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