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14th February, 1923.

Dear Mr. French,

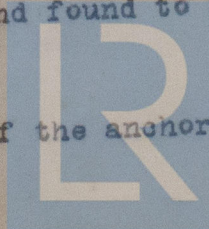
As you are no doubt aware, the three Steamers "ELLENOR" ex "MASON CITY", "ELIZABETH" ex "MACOMET" and "LILLIAN" ex "MADDEQUET" were purchased some time ago by Messrs. A. H. Bull & Co., and in the course of last summer were submitted for survey with a view to classification in the Register Book, the "ELLENOR" and "ELIZABETH" at Newport News and the "LILLIAN" at New York.

In due course the reports were submitted to the American Committee, and in each case the class was assigned, subject to the chain cables and anchors being verified with the certificates of test when produced.

The position is as follows, viz:-

"ELIZABETH":- In his First Entry report the Surveyor gave no particulars whatever of the anchors and cables, but in the accompanying repair report he stated "chain cables ranged and examined. 270 fathoms of 2" stud link cable. No certificates produced at this time. 3 bowers, 1 stream and 1 kedge anchor now on board. No certificates produced for them. Equipment examined and found to be in accordance with the Rule requirements".

"ELLENOR":- Full particulars of the anchors and cables and



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of the tests are entered by the Surveyor on his First Entry report, together with a statement that the tests were made by Surveyors to American Bureau, and the dates of the tests are given. In his accompanying repair report the Surveyor stated "chain cables ranged and examined. 270 fathoms of 2" stud link cable. 3 bowers, one stream and one kedge anchor now on board. Equipment examined and found in accordance with the Rule requirements." The Surveyor, however, made his recommendation for classification subject to the condition that the chain cables and anchors be verified with the certificates when produced.

In a letter, dated 19th January, recently received by Mr. Davies, the Surveyor, Mr. Hudson, explains as regards both the above vessels:—"the chain cables and anchors were ranged in drydock and examined by me in consequence of the intended re-classification of these vessels, and were found to be in accordance with the Rules as to diameter and length - being 2" diameter and 270 fathoms in length. As previously stated, no certificates were produced when the examination was made and I doubt very much if the cables could be verified with certificates as the stamping on links is practically worn or rusted out, making identification almost impossible".

If no certificates were produced and the marks on the anchors could not be identified, it is not understood

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how the Surveyor procured the particulars of the anchors and cables and the tests of these articles given on his First Entry Report of the "ELLENOR".

"LILLIAN:- This case is similar to that of the "ELLENOR". The First Entry report contains full particulars of the anchors and chain cables and the tests, the latter having been made by the Surveyors to the American Bureau. The cables, however, are stated to be 210 fathoms instead of 270 as required.

In his repair report, the Surveyor states "chain cables have not been ranged at this time" and he recommends the classification be assigned subject to the chain cables and anchors being verified with the certificates.

In this case also it is not clear how the Surveyor obtained the particulars recorded on his First Entry report regarding the anchors and cables and in a letter, dated 26th January, Mr. Davies states as regards the "LILLIAN" "the chain cables in this case have not been ranged, and the Owners state they do not anticipate that the markings on same will be sufficiently legible to enable a satisfactory identification to be made".

Mr. Davies, in a letter dated 22nd January, forwards one dated 12th January, from the Owners referring to the anchors and cables of all three vessels (as well as of the "IRENE" not yet classed).

In this letter they state that at the time



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they bought the ships from the Shipping Board, they were all equipped with 270 fathoms of 2" chain, 90 fathoms of steel wire, three bower anchors of about 5400 pounds each, one kedge anchor of about 1500 pounds and one stream anchor of about 960 pounds, and they add that while the vessels were in dry dock the cables were ranged and examined, but on account of rust and wear and tear, all the marks had become obliterated, and on account of these circumstances they request that we "issue us a certificate covering same."

In view of the exceptional nature of these cases, and of the apparent inconsistencies in the statements made by the Surveyors regarding the anchors and cables now on board the vessels, I shall be glad if you will be good enough to go carefully into the matter and make such remarks as you may consider necessary thereon, so that the request of the Owners, which is apparently for clean certificates in each case, may be dealt with by the Committee.

Yours faithfully,

James French, Esq.,

NEW YORK.



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