

Lloyd's Register of Shipping,

RECEIVED

28 JUN 1954

240 Dasmariñas, Manila, P. I.

B. NELSON
SHIP & ENGINEER
SURVEYOR

June 21, 1954

VIA AIRMAIL

The Secretary,
Classification Committee,
Lloyd's Register of Shipping,
71, Fenchurch Street,
London, E.C.3,
England.

Dear Sir:

S/S "DONA LOURDES"

I am in receipt of your Airletter dated June 11th, 1954 relative to the overdue Special Survey, expired Load Line Certificate and the loss of the anchors and chains.

Further to my cable of today's date which I quote:

"LT COMMITTEE LONDON
DONA LOURDES REURJET ELEVENTH VESSEL SAILED
UNEXPECTEDLY NINETHIRTY PM TWENTIETH BOUND
HONGKONG WITHOUT FREEBOARD AND SEAWORTHY
CERTIFICATES STOP FREEBOARD REQUIREMENTS
LACKING ALSO ANCHORS AND CHAINS SHORT RULE
REQUIREMENTS STOP AIRMAILING COPIES ALL
CORRESPONDENCE TO HONGKONG
REGISTER"

considerable time has been spent on this vessel during her stay in this port with regard to the outstanding requirements, the loss of two anchors and approximately nine fathoms of chain and also with regard to the requirements for the issuing of a short term Load Line certificate. In company with the Master, Chief Officer and the Chief Engineer and again with the Master, Chief Officer, there were twenty items pointed out during my visits on board which required to be done for the Freeboard Survey alone. On the afternoon of June 20th, 1954, the Owners' Representative, Master and Chief Officer attended at my office from 4:00 PM to 5:30 PM discussing the above mentioned twenty items with the view to further postponement to which I would not agree. It was also pointed out that

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England.
London, E.C.3,
4, Fenchurch Street,
London is Registrar of Shipping,
Registration Committee,
Secretary,

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21/6/54

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only one 8000-pound anchor and six shackles of chain had been placed on board instead of the two 8000-pound anchors and nine shackles of chain. I was then advised by the Owners' Representative they had been unable to obtain these items. A telephone call was made by me to the Luzon Stevedoring Company Incorporated, who replied they had anchors and chains available and the Owners' Representative, in telephone conversation with the Luzon Stevedoring Company Incorporated agreed to contact these people on Monday, June 21st, to complete arrangements for the supply of the required items.

The loss of the Anchors and Chains was never officially reported.

After the loss of the second anchor, the Bureau of Customs refused to allow the vessel to remain at anchor inside the breakwater and the vessel was then moved and anchored about two miles outside the harbour, at which time a small kedge anchor weighing about 300/400 pounds had been hung on the port chain. During one of my visits on board it was noted there was an old anchor, on the port forward deck, marked USN, 1897, 4800-LBS.(approx.), which the Master was advised was wholly unsuitable and to thus inform his Owners.

During my first visit on board whilst the vessel was at anchor outside the breakwater, examination in way of the bow and stem at the eight foot draft mark showed a horizontal fore and aft step in the bow approximately eighteen inches long which did not appear to be original design.

It was noted at 6:30 AM this morning, June 21st, 1954, the vessel was not at the anchorage inside the harbour. This had been permitted by the Bureau of Customs after the one anchor had been placed on board. A telephone call to the office of Messrs. Villanueva Steamship Co., Inc., elicited the information the vessel had sailed the previous evening at 9:30 o'clock bound for Hong Kong.

I have prepared copies of all the correspondence and cables concerning this vessel, up to and including my cable of today's date, and have forwarded these to the Hong Kong Office.

Yours faithfully,

E. R. SANDERSON

ERS:jc

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