

COPY

7

Enclosure

17th October, 1947.

Dear Mr. Stocks,

The enclosed Reports on the "PACUARE" concern a rather delicate case and therefore it would be helpful if you could do something personally. As you know, Messrs. Elders & Fyffes are inclined to the B.C. This vessel was surveyed in Hamburg by Mr. Pritchard with a view to class. She is an ex-German ship.

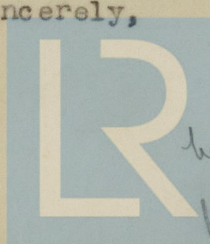
The story now concerns the equipment. You will see exactly what Pritchard did from the First Entry Report, and frankly this gets us nowhere. It is surprising that he recommended the Figure 1. The vessel was then under survey in London for four months and the cables were again ranged but nothing done regarding the equipment. One must assume that in this case the Surveyors saw that Pritchard had recommended a Figure 1 and accepted that without even glancing at the First Entry Report.

We have been in touch with the Owners who state that their Superintendent is stationed at Avonmouth. The situation is that if it can be proved that these anchors and cables were passed by the Germanischer Lloyd, the Ministry of Transport will accept them as covering the Act, but if not it is, of course, in the Owners own interests that they should get the cables and anchors tested at a Proving House at the earliest opportunity. The first way in which the Owners' Superintendent could help would be to make enquiries as to whether it is possible to get the certificates back from the Admiralty Marshal. Will you be good enough to get in touch personally with the Owners' Superintendent and see what he wants done in this case and do all you can to help him.

You will see Pritchard's letter on the top of the correspondence, but it is not very helpful.

Yours sincerely,

C.H.Stocks, Esq., A.F.C., M.Sc.,
Cardiff.



© 2020

handwritten notes:
this is report handed
to Lloyd's Register
Foundation

Lloyd's Register
Foundation

002870-002875-0246