

COPY

LLOYD'S REGISTER OF SHIPPING,
Royal Bank Buildings,
28 Constitution Street,
LEITH.

13th January, 1945.

Encl:

Dear Sir,

D.R. Rescue Tug - J.11828

The following is a report of the preliminary anchor trials which were carried out on the above vessel on 10th instant., in Victoria Dock, in the presence of Mr. Whiting (W.P.S.), Commr. Barker (C.C.R.T.) and the undersigned.

A Byers anchor was fitted in the starboard hawse pipe and a Hingley (Halls Pattern) anchor in the port hawse pipe. The anchor joining shackles were fitted with the open end of the shackle aboard.

The Hingley anchor housed properly when the flukes were atboard but tended to come up with the flukes inboard and required considerable manoeuvring to trip the flukes.

The Byers anchor jammed twice in the hawse pipe and had to be freed by tommy-bar from the deck. Subsequently, the Byers anchor was raised with extreme care and housed properly on three consecutive occasions.

As the Byers anchor fits more snugly to the shell than the Hingley anchor, W.P.S. decided to carry out the sea trials on the 21st February with Byers anchors.

No stops or bolsters are welded to the shell in way of the hawse pipes of this vessel.

W.P.S. was asked to make a decision with regard to the two vessels of this class at present on the stocks, and a copy of his letter to the Builders is enclosed herewith.

It is understood that the original proposal of W.P.S. to have a mock-up of the anchor arrangement was objected to by the Builders on the ground that tests on the ship would be more satisfactory.

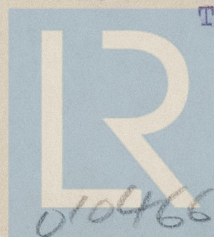
We are, Dear Sir,

Yours faithfully,

THE SURVEYORS.

per (Sgd.) T.I.BELL

G. Webster, Esq., D.Sc.,
Glasgow.



Lloyd's Register
Foundation