

# Lloyd's Register of Shipping,

Secret and Confidential.

95, Bothwell Street,

Glasgow, C.2. December 13th, 1944.

Dear Sir,

RESCUE TUG "MEDIATOR"

Referring to your letter of the 7th instant I have to state that difficulties have been experienced with the hawse pipes in all the vessels of this type built by Messrs. Robb.

It will be noted from the First Entry Report that there are four previous sister vessels and in the first two, viz., "BUSTLER" and "SAMSONIA" recessed hawse pipes were fitted.

It is understood, however, that because of awkward "nipping" in the cables of these vessels, ordinary hawse pipes were fitted in the second two vessels, viz., "GROWLER" and "HESPERIA".

These again were not satisfactory, cables having been fractured and lost, and it was decided to alter the hawse pipes in the fifth vessel "MEDIATOR". In this case, the hawse pipes are of normal type, but of larger diameter than was fitted in the 3rd and 4th vessels and of bell-mouthed shape at their lower ends.

These, however, have proved to be unsatisfactory, due to the tendency for the shank of the anchor to become jammed in the hawse pipe in spite of the fact that a mock-up of these hawse pipes was approved by representatives of the W.P.S. and D.N.C. departments when the anchors shipped satisfactorily but the possibility of the jamming of the anchor shank in the hawse pipe does not appear to have been revealed at that time.

It should be noted that, while the changing of the anchors from Byers to Hingley type, together with the fitting of bolsters under the hawse pipes seems to have improved matters, the Surveyor is still not entirely satisfied that the trouble has been eliminated. The Hingley anchors seem to have a greater tendency than the Byers type to come up with their flukes facing outboard and therefore ship more satisfactorily, but it is quite possible that the reverse may happen, in which case the anchor shanks may be bent.

It has now been decided that a mock-up of a hawse pipe of smaller diameter and without any bell-mouth will be made for the next vessel and submitted to the W.P.S., D.N.C. and the Society's Surveyors/

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Surveyors for their approval, but it will be appreciated the difficulty in designing a satisfactory hawse pipe due to the size of the ship and the excessive flare for

It is understood that if a satisfactory arrangement arrived at in the next vessel it is the intention of the company to have the hawse pipes in the "MEDIATOR" altered

I am, Dear Sir,  
Yours faithfully,

*Geo. Herbert*

REURON TWO "MEDIATOR"

December 13th, 1904.

The Secretary,  
WOKINGHAM.

P.S: The Report is returned herewith.



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