

Lloyd's Register of Shipping.

Royal Bank Buildings,
28, Constitution Street,

Leith, 21st November, 1944.

Edinburgh, 6.

H.M.S. "MEDIATOR" - Leith First Entry Report No. 21313.

Anchoring Arrangements.

During anchor trials at sea it was found that the anchors heaved in the hawse pipes when being housed.

This resulted in the shanks of both anchors being bent, consequently the starboard anchor was lost overboard when a link broke in the short length of cable next the anchor when attempting to heave the anchor.

Bolsters, fabricated of $\frac{1}{2}$ " plate, were welded under the hawse pipes and extensive anchor trials carried out with various types of anchors. The original anchors were of Byers make.

It was found that with the bolsters fitted, the anchor shackle reversed, so that the open end of the shackle faces inboard, and anchors of Hingley make, the anchors will house properly provided the flukes are facing outboard and very great care is taken in heaving in.

If the anchors are heaved in with the flukes facing inboard there is a possibility of the shanks jamming in the hawse pipes and heaving in.

Because of the excessive flare of these vessels it is not possible to see the anchors until they are entering the hawse pipes.

The representative of the Captain-in-Charge of Rescue stated that he would ask for the design of the hawse pipes to be modified in subsequent vessels of this class.

The foregoing is submitted for the consideration of the Committee for their opinion as to whether a subject clause should be added to the Class with reference to the hawse pipes.

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