

Reference M

1 Encl.

Lloyd's Register of British
and Foreign Shipping,
Bank Chambers, Hull.

28th Nov 1898

LLOYD'S REGISTER
LONDON.

REC'D 29 NOV. 1898

ANS'D 1/12

The Secretary, London.

Sir,

I herewith forward for the consideration of the Committee the enclosed letter we have received from the North Eastern Steam Fishing Co. (Lim.) with reference to the equipment of the steam Well Fishing vessels, Nos 16 & 17, being built by Hagerup, Doughty & Schofield for them. See your letter dated Nov. 3rd 1898. The estimated under deck tonnage of these vessels is 208 tons.

It will be observed that the Owners are desirous of increasing the weight of the 2nd anchor and decreasing the weight of the 3rd 4 cwt.

I may state that on this question being raised last week I interviewed Directors representing all the Companies that have got, or are getting, large steam haulers built



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and they were unanimously of opinion that the weight of the 3rd anchor should be reduced and the 2nd one increased. They stated that the 3rd anchor was seldom used, and when it was used a lighter one would serve the purpose; they also considered that it is not desirable that there should be such a difference between the weights of the 1st and 2nd anchor.

With reference to the chain cable they explained that unless when it was necessary to put out both anchors only 15 fms. of cable was used, the 2nd anchor being attached to the remainder of the cable. There is always a large quantity of trawl warp on board and sometimes both anchors are put out with only 15 fms. of chain cable attached to each anchor and the trawl warps attached to that.

Their objection to the size of the hawsers is on account of their unwieldiness to handle. These hawsers are only used in port or harbour and I would respectfully point out that trading vessels of a similar size do not require such

such large haulers.

I enclose Table showing equipment. the gentlemen I interviewed suggest would be suitable for the large steam haulers and with which I concur.

I regret having been so long in forwarding this information but up till now I have been unable to obtain definite and reliable data.

I may state that amongst the Directors I interviewed, 3 of them had at one time been Captains of Steam Haulers.

I am, Sir,

Your obedient servant,
J. Thomson

passed on to Mr.
Buchanan's Equip. Table

Referred to the Chief Surveyor.

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Hagerup Bought's Whorfield's

WFB

Ex. No 16 and 17

(Nos 2081)

29 NOV. 1898

It is submitted that the Equipment
proposed for these vessels merits approval.

viz one beam $5\frac{1}{4}$ ex stock

" " $4\frac{3}{4}$ " "

this anchor $2\frac{1}{2}$ " "

90 fms $1\frac{1}{2}$ chain cables

60 fms $5\frac{1}{2}$ rope.

60 fms $4\frac{1}{2}$ "

No. 28. 11. 98

Ans. 1112

— " —

180m

WFB

WFB

11/2/98

WFB