

Motor Vessel "VIRGINIA", No. 76518 in R.B.

In September last a letter was received from the Society's Surveyors at Copenhagen stating that they had received one from the East Asiatic Company regarding the above vessel, which being translated read as follows:-

"We much regret to inform you that it appears that the anchors fitted on board according to the vessel's equipment are too small to hold the vessel.

"The master writes us on the 24th August:- 'The anchors have after some experience shewn to be too small for the vessel, as she has several times gone adrift in spite of ample chain and good anchor ground'.

"We may in this connection call your attention to the windlass itself has also shewn to be too feeble and that we have already now had very considerable expenses on that account.

"We request you to inform your Head Office in order that it eventually may be taken under consideration to increase the size of the anchors for this type of vessel.

"With heavier anchors and chains follow consequently heavier and stronger windlasses".

It is submitted the Copenhagen Surveyors might be requested to inform the Owners that the points raised by them have been very carefully looked into, and the matter has received full consideration.

It is, however, difficult to confirm the conclusion arrived at by the Owners that any increase is necessary in the size of the anchors or chain cables (and consequently the windlass) for vessels of the size and type of the "VIRGINIA", as the experience of the Society has been that the requirements of the Rules are generally satisfactory, and that experience is confirmed by the general absence of complaint as to any insufficiency of the Society's requirements in this respect.

Further, it would appear from Item 2 quoted in the Copenhagen Surveyors' letter of the 19th December 1922, namely:

"In various ports difficult conditions of anchorage, in some places heavy swells, in others large depths right to the shore and very changing bottom conditions, coral and stones,"

that this vessel has in service experienced very difficult and varying conditions of anchorage, and it will doubtless

Dry Dock

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No. of Tiers

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Dk. BeamInches.  
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be recognised by the Owners that it is impossible for the Committee to lay down any scale of requirements to meet such wide variations of service.

With regard to the Item No.3 in the Copenhagen letter of the 19th December, viz:- that the type of anchor supplied to this ship was not suitable for the anchorages where she trades, the palms being short and thick, the Owners might be informed that the matter has been taken up with Messrs. N. Hingley & Son, who made and supplied the anchors originally supplied to this vessel, and they state that the anchors in question were of the Hartshorne Type, which is a very old pattern and has given general satisfaction, although they state it is not perhaps so efficient as later improved types.

Messrs. Hingley, however, do not think there is any need to modify the pattern, as they had no such complaint from any other source. It is understood that they have themselves communicated direct with the East Asiatic Company suggesting that a trial should be given to the Halls latest Improved Type of Anchor, which they think might suit the special anchorage conditions of the "VIRGINIA" better than anchors of the Hartshornes Type.

*Spel*

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*Spel*  
4/1/23.



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Lloyd's Register Foundation

WHL - 0172 2

Inches	No. of
6	No. of
bridge Dk.	Rot
oper Dk.	Dk.
Inches	No. of
Size in Ship	
spacing	34

F.E.

6244

Committee.

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