

Disc II

The Clyde Shipbuilding & Engineering Company, Lim., of Port Glasgow, have submitted a proposed equipment of anchors, chains and hawsers for the S.S.No.278 building by them under Special Survey for the A1 Class "Great Lakes service", the vessel being intended for the Great Lakes of North America.

The equipment number of the vessel is 22792, and the following is a comparative statement of the ordinary Rule requirements for a sea-going vessel, and the Builders' proposals:-

<u>RULE</u>	<u>PROPOSED</u>
bowers each $35\frac{1}{2}$ cwt. stockless	1 bower $35\frac{1}{2}$ cwt. stockless
bower of <u>30</u> " "	1 bower <u>$30\frac{1}{4}$</u> " "
Total 101 cwt.	Total $65\frac{3}{4}$ cwt.
stream anchor $9\frac{1}{4}$ " ex stock	1 kedge $4\frac{3}{4}$ " ex stock
kedge " $4\frac{3}{4}$ " "	
fathoms 1 $12/16$ " chain cable	180 fathoms 1 $12/16$ " chain cable
" 1 $1/16$ " stream or 4" steel wire	75 " 4" wire
" 11" hawser or $3\frac{1}{2}$ " steel wire	90 " $3\frac{1}{2}$ " wire
" 6" hawser	180 " 6" hawser
" 5" "	180 " 5" "

Having regard to the circumstances of the vessel's intended employment, she being intended for waters in which she will never be far from a port or harbour, the following equipment is submitted for the favourable consideration of the Committee :-

2 bowers $35\frac{1}{2}$ cwt. stockless	
1 stream $9\frac{1}{4}$ cwt. ex stock	
1 kedge $4\frac{3}{4}$ cwt. "	
240 fms. 1 $12/16$ " chain cable	75 fms. 1 $1/16$ " chain or 4" steel wire
90 " 11" or $3\frac{1}{2}$ " steel wire	
180 fms. 6" hawser	
180 " 5" "	

TUES. 8 OCT 1907

Referred to E.C.M.

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The Clyde Shipbuilding & Engineering Co. Lim., of Port Glasgow have submitted their proposals as regards the equipment of anchors, chains and hawsers for the Steamer No. 278 now building by them with a view to being classed A1 "Great Lakes service", the vessel being intended for the Great Lakes of North America.

The equipment number is 22792, and the following statements show the ordinary Rule requirements for a large trading vessel, the Builders' proposals and the equipment suggested for the approval of the Committee;-

<u>Rule.</u>	<u>Proposed</u>	<u>Suggested for approval</u>
bowers each $35\frac{1}{2}$ cwts.	1 bower $35\frac{1}{2}$ cwts.	2 bowers each $35\frac{1}{2}$ cwts.
bower of <u>30</u> cwts.	1 bower <u>$30\frac{1}{4}$</u> cwts.	
<u>Total</u> 101 cwts.	<u>Total</u> $65\frac{3}{4}$ cwts.	<u>Total</u> 71 cwts.
stream anchor $9\frac{1}{4}$ cwts.	<u>No stream anchor</u>	1 stream $9\frac{1}{4}$ cwts.
edge anchor $4\frac{3}{4}$ "	1 kedg $4\frac{3}{4}$ cwts.	1 kedg $4\frac{3}{4}$ "
fms. 1 $12/16$ " chain	<u>180 fms.</u> 1 $12/16$ " chain	<u>240 fms.</u> 1 $12/16$ " chain
fms. 1 $1/16$ " stream or 4" steel wire	As required	As required.
fms. 11" hawser or $3\frac{1}{2}$ " steel wire		
fms. 6" hawser		
fms. 5" hawser.		

In view of the fact that the vessel is intended for service on inland waters, and that she can never be far from a port or harbour, the equipment above suggested is submitted for the favourable consideration of the Committee.

It will be observed that the Builders propose to omit the second bower and stream anchors, and 60 fathoms of chain cable.

The proposal recommended for the Committee's approval is that the third bower anchor may be dispensed with, but

that the remainder of the equipment shall be as required
by Table 22.

The matter received the consideration of the Classification Committee on Tuesday, the 8th instant, when it was decided to refer the case to the General Committee.

J.H. B. C.B.
9.10.07.

General Committee

Thursday, 10th October, 1907.

*Submission approved
subject to Owners'
Consent.*

a.f.

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