



Lloyd's Register of British & Foreign Shipping,

Collingwood Buildings, Newcastle-on-Tyne.

PRIVATE & CONFIDENTIAL.

12th! February, 1906.

Recd. 13/2/06

Ans'd. X

Reference

M.

The Secretary,

Lloyd's Register.

Sir,

In accordance with the instructions contained in your letter of the 9th. inst., respecting the equipment of the Cunard Express Steamer No. 735 building by Messrs. Swan Hunter & Wigham Richardson Ltd., I beg to state that I have conferred with the Builders respecting this matter and am informed that the three stockless bower anchors have been ordered of 10, 10 & 9 tons in weight respectively as desired by the Owners. No definite arrangements have been made respecting the rest of the equipment.

It is understood that these vessels, trading regularly between Liverpool and New York, never use their stream anchor.

If the stream anchor is dispensed with and the Kedge retained, it would appear unnecessary to increase the steel wire hawser to be substituted for the stream chain beyond the size which would be proportionate to the weight of the Kedge anchor.

The Builders state that they will communicate with the Owners respecting the particulars of the remainder of the equipment which has not yet been ordered.

I am, Sir,

Your Obedient Servant,

E. B. Chambers

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Foundation

Lloyd's Register of Shipping

Collingwood Buildings, Newcastle-on-Tyne

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18th February, 1906

The Secretary,

Lloyd's Register

Sir,

In accordance with the instructions contained in your letter of the 8th inst., regarding the shipment of the Gunpowder Express, I have to state that I have conferred with the Ballast Board regarding this matter and am informed that the three 20-ton power anchors have been ordered of 10, 10 & 9 tons in weight respectively as desired by the Board. No definite arrangements have been made regarding the rest of the equipment. It is understood that these vessels trading regularly between Liverpool and New York never use their return anchor. It is further stated that the 20-ton anchor is dispensed with and the 10-ton anchor is used. It would appear unnecessary to increase the size of the anchor to be substituted for the 20-ton anchor as the 10-ton anchor would be proportionate to the weight of the 20-ton anchor. The Board state that they will communicate with the Board regarding the particulars of the equipment of the vessel, which has not yet been ordered. I am, Sir, Your Obedient Servant,

Referred to the Chief Ship Surveyor.

Handwritten: 13/2/06 J.B.