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# Lloyd's Register of Shipping,

High Close, Wiltshire Road,  
Wokingham, Berks.

10th October, 1939.

Dear Sirs,

S. With reference to Hull First Entry Report No.50277 on the Twin Screw Tug "REVUE" I have to draw your attention to the specific requirements of Section 33, Clause 3(c) of the Rules relating to the breaking and proof tests of steering chain at a Proving Establishment recognised by the Committee, and, before this case receives the consideration of the Committee, to request whether these requirements have been complied with as your Report 10, dated 15th ultimo, refers only to proof tests carried out on a machine which does not appear to have been inspected, calibrated and approved by the Committee.

It is concluded also that there is a watertight flat between bulkheads Nos.11 and 14.

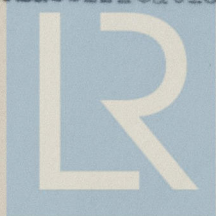
With regard to the machinery I have to request that you will state the material of the steam pipes, the pressure to which they were tested and forward the test certificate for the dynamo. It is concluded forced draught is fitted, but I shall be glad if you will confirm this as the statements in the report are conflicting.

I would add that the London Surveyors should have reported the N.H.P. in this case as 197, and it is therefore considered you should render an amended account for £9.17.0 for the survey during installation on board (i.e. one-fifth of the Special Survey Fee).

RBA  
I am, Dear Sirs,  
Yours faithfully,

Clerk to the  
Classification Committee.

The Surveyors,  
HULL.



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Foundation