



# Lloyd's Register of Shipping,

Prudential Buildings, George Street,

Plymouth, March 22nd 1926.

LLOYD'S REGISTER  
Recd. 25 MAR 1926  
A.M.S. 26  
LONDON

Dear Sir,

I have to acknowledge receipt of your letter of 18th inst respecting the tug " H.C.HULL " and, in regard to the points raised, have to reply as follows.

Ill-health of Master.

The master I dealt with was Capt. Love. I understood from him that he brought the vessel round from Kings Lynn for I went through his log book with him and no mention was made of any change. I have made enquiries at Dartmouth and can get no information to the contrary.

Setting up of Keel Plate.

On the first survey it was noted that the keel was not straight and it was thought that some repairs might be necessary for which it would appear that Messrs Philips quoted a price of £150.

Subsequently as I did not ask for repairs the job was dropped and at various dates a number of extra items were put in hand. It would appear that the credit for work done was about

NOT

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equal to the debit on account of these extras and the original estimate stood.

As far as I remember the principal items of these extras were:-.

1. Extra riveting to draw up counter plating and lower bar of rubber around stern where found open and allowing water to enter after peak. This work entailed the removal of a considerable portion of the wood rubber.
2. Painting.
3. Boarding up for voyage.

I am, Dear Sir,

Yours faithfully,

P. J. Mac

The Secretary,  
London.

P.S. The contractors for the delivery of the vessel and who were the employers of the crew were Messrs Townsend Bros of Southampton.



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Referred to the Chief Ship Surveyor.

23 MAR 1926

Also for Mr. S. A. Hill to note.  
Also for Mr. Hill to note.

SM

*Handwritten notes in left margin:*  
This is a record of the work done by the Chief Ship Surveyor in the investigation of the wreck of the ship "S.S. ...".

1/29

London.

The Secretary.

Yours faithfully,

I am, Dear Sir,

2. Working in the office.

3. Working in the office.

considerable portion of the work done.

enter after dark. This work entailed the removal of a

large amount of material which was found open and allowed water to

enter. It was found that the water had entered the lower part of

the ship.

As far as I remember the principal items of these extra

expenses were:

1. The cost of the extra work done in the investigation of the wreck of the ship.

