

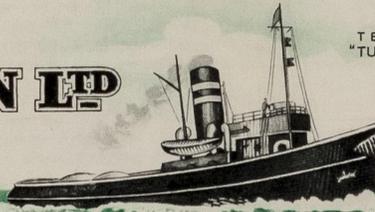
ALL WORK UNDERTAKEN BY US IS SUBJECT TO THE UNITED KINGDOM STANDARD TOWAGE CONDITIONS WHICH ARE PRINTED ON THE BACK HEREOF

ESTABLISHED 1886

J. H. PIGOTT & SON LTD

Tug Owners

TELEGRAMS
"TUGS, GRIMSBY"



ALL KINDS OF RIVER & HARBOUR
TOWAGE UNDERTAKEN
MOTOR SALVAGE PUMPS
TUGS FITTED WITH STEAM
SALVAGE & FIRE PUMPS
ALSO FOR SUPPLYING STEAM
24 HOUR SERVICE

YOUR REF



CLEETHORPE ROAD, GRIMSBY
TELEPHONE 57064 3 LINES
AFTER HOURS: TUGBROKER 56666 & 55320
MANAGING DIRECTOR: W. H. PIGOTT 62189
SECRETARY: K. BLESSED 77268

OUR REF KB/PL

The Surveyor,
Lloyds Register of Shipping,
Bank Chambers,
GRIMSBY.
Lincs.

7th September 1959.

Dear Sir,

We hereby give you notice that at the last meeting of our Directors it was decided that our vessel "Lady Thelma" be withdrawn from your Classification.

We shall be pleased to have your acknowledgement of this in due course.

For your guidance the "Lady Sarah" will be available for the setting of the safety valves on Thursday next at 11 a.m.

Yours faithfully,

FOR AND ON BEHALF OF
J. H. PIGOTT & SON LTD.

SECRETARY.



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Lloyd's Register
Foundation

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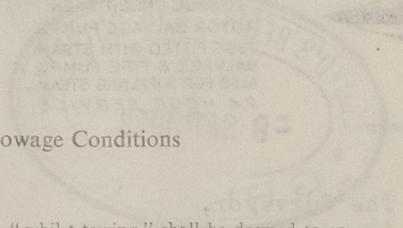
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CLEETHORPE ROAD GRIMSBY
LITTLE THORPE, SCOTBY & LINDSEY
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LITTLE THORPE, SCOTBY & LINDSEY

Tug Owners



United Kingdom Standard Towage Conditions

(1) For the purpose of these Conditions, the phrase "whilst towing" shall be deemed to cover the period commencing when the tug is in a position to receive orders direct from the Hirer's vessel to pick up ropes or lines, or when the towrope has been passed to or by the tug, whichever is the sooner, and ending when the final orders from the Hirer's vessel to cast off ropes or lines have been carried out, or the towrope has been finally slipped and the tug is safely clear of the vessel, whichever is the later. Towing is any operation in connection with holding, pushing, pulling or moving the ship.

(2) On the employment of a tug the Master and Crew thereof become the servants of and identified with the Hirer and are under the control of the Hirer or his servants or agents, and anyone on board the Hirer's vessel who may be employed and/or paid by the Tugowner shall be considered the servant of the Hirer.

(3) The Tugowner shall not, whilst towing, bear or be liable for damage of any description done by or to the tug, or done by or to the Hirer's vessel, or for loss of or damage to anything on board the Hirer's vessel, or for loss of the tug or the Hirer's vessel, or for any personal injury or loss of life, arising from any cause, including negligence at any time of the Tugowner's servants or agents, unseaworthiness, unfitness or breakdown of tug, its machinery, boilers, towing gear, equipment or hawsers, lack of fuel, stores or speed, or otherwise, and the Hirer shall pay for all loss or damage and personal injury or loss of life and shall also indemnify the Tugowner against all consequences thereof, and the Tugowner shall not, whilst at the request expressed or implied of the Hirer rendering any service other than towing be held responsible for any damage done to the Hirer's vessel and the Hirer shall indemnify the Tugowner against any claim by a third party (other than a member of the crew of the tug) for personal injury or loss of life. Provided that any such liability for loss or damage as above set out is not caused by want of reasonable care on the part of the Tugowner to make his tugs seaworthy for the navigation of the tugs during the towing or other services—the burden of proof of any failure to exercise such reasonable care being upon the Owner of the tow.

(4) The Hirer shall not bear or be liable for any loss or damage of any description done by or to the tug otherwise than whilst towing, as herein defined, or for loss of life or injury to the crew of the tug. Nevertheless nothing contained herein shall prejudice any claim the Tugowner may have in Admiralty or at Common Law against the Hirer.

(5) The Tugowner may substitute one tug for another and may sub-let the work, wholly or in part to other Tugowners who shall also have the benefit of and be bound by these Conditions.

(6) The Tugowner will not be responsible for the consequences of War, Strikes, Lock-outs, Riots, Civil Commotions, Disputes or Labour Disturbances (whether they be parties thereto or not) or anything done in contemplation or furtherance thereof, or delays of any description, however caused, including negligence of their servants or agents.



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