

MR. SLADDEN.

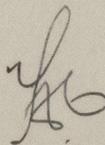
It is suggested Mr. Turner might be advised as follows :-

Since the Tug "E.NICHOLSON" is classed "100A1 for Towing Services", the scantlings and arrangements are as required by the Rules and Tables for Steel Ships, except where specified otherwise in the Special Section for Tugs D.36.

These exceptions do not include any modification in the amount of steering gear spares, as required by paragraph D.2710.

The Rules permit a reduction in the amount of spares to be carried by ships engaged on short sea routes, and, therefore, while the tug was operating in the port of Leith the reduced provisions of the third clause of paragraph D.2710 would be acceptable, since the vessel is fitted with relieving tackle as an alternative means of steering.

During her passage to Melbourne, the tug would naturally come into the category of "ocean going ships" when the first clause of paragraph D.2710 would apply, and additional spares to meet the requirements of that clause would therefore be necessary.



3rd August, 1951.  
-----



© 2021

Lloyd's Register  
Foundation

014143-014153-2089