

*A. E. Turner*

and

*John Coates & Co., Ltd.*

GOVERNING DIRECTOR

*A. E. Turner,*

Consulting and Inspecting Engineers  
in England for  
Victorian Government & State Railways

*Victoria House,  
Melbourne Place,  
Strand.*

*London, W.C.2* ..... 28th July, 19 51

Our ref.409/GFC/SN

Lloyds Register of Shipping,  
Royal Bank Buildings,  
28 Constitution Street,  
LEITH, Edinburgh 6.

Dear Sirs,

"E. NICHOLSON"

We are much obliged to you for your letter of 9th July, and apologise for the delay in acknowledging it. It is regretted that we are still not quite clear about the question of the provision of spare steering gear for this ship, and should appreciate a little further clarification.

While not wishing to contest your Surveyor's requirement that spare steering gear was to be fitted to the ship specially for the ocean voyage, we should be interested to know on what grounds the requirement was based. It is seen from the Register that the tug is classed as "100 A 1 For Towing Services", which does not appear to imply any restriction of operating area. Is it that the ship's classification is more fully described elsewhere in the Society's records, where a geographical restriction is defined? The 'Nicholson' is equipped with steam steering gear, so the reference you quoted to "ships engaged on short sea routes which have a main gear which is hand operated at sea" evidently does not apply, and in view of the amount of spare gear which was supplied to the Surveyors' requirements the previous paragraph reducing the equipment required does not appear to apply either. Thus the remaining requirement is the first paragraph you quoted, which governs the equipment for every ship registered.

Your comments on these questions would be much appreciated.

Yours faithfully,

A.E. Turner and John Coates &amp; Co. Ltd.

*A. E. Turner*  
Governing Director.

Lloyd's Register  
Foundation