

COPY LETTER.

9th July, 1951.

Dear Sirs,

" E NICHOLSON".

We thank you for your letter of the 6th instant and in reply have to inform you that section 27 (d) reads.

" A set of spares is to be provided consisting of one complete spring buffer and one extra spring, two tested chains each equal to the longest length in the gear, two Warwick screws, four shackles, four connecting links and four rod pins.

In ocean going ships, the speed of which is 12 knots and above, one buffer spring, one Warwick screw and one length of chain may be dispensed with.

In ships engaged in short sea routes which have either ^amain gear which is hand operated at sea or an auxiliary gear, independant of the rods and chains, which can be effectively operated at sea, the spare gear may be confined to sufficient shackles or split links to enable repair of the gear to be readily effected in the event of its breaking down at sea. "

The above vessel, while stationed in this port was engaged on short sea voyages only and the additional steering gear spare gear was necessary for the voyage, to Melbourne.

With reference to the last paragraph of your letter we would refer you to section one of the General Regulations for the classification of Steel Ships on page nine of the 1950., Rules.

Yours faithfully,
THE SURVEYORS,
Per.

A. CAMPBELL.

Messrs. A. E. Turner and John Coates & Co., Ltd.,
LONDON.



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