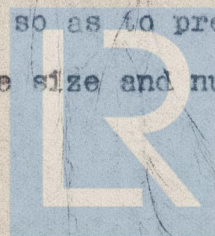


COPY.

28th February 1907.

Gentlemen,

M. With reference to your first entry report No. 1878 on the Screw Tug "NEWARK", I have to inform you that to render this vessel eligible to be recommended to the Committee for classification in the Society's Register Book, (A- "For towing purposes") it will be necessary for the following to be done as regards the hull of the vessel, viz.-- the after peak bulkhead to be made watertight from the deck to the cabin flat; a watertight flat fitted from the bulkhead to the fore end of the stern tube and the latter attached to a watertight floor, or the bulkhead at the after end of the engine-room made watertight; a hand pump fitted to the fore peak; an engine suction and hand pump fitted to the forward and after holds; a drain cock fitted to the after peak bulkhead; freeing ports fitted to the bulwarks and the requirements of Section 47 of the Rules complied with. As regards the machinery the boiler requires to be properly fixed; bilge valves arranged so as to prevent the sea water from entering the vessel; the size and number of bilge suctions



© 2020
Lloyd's Register
Foundation

HVL 425-0022 (112)

COPY.

in engine room made sufficient ; the screw shaft made equal to the requirements of the Rules and spare gear supplied. I have however to request that you will be so good as to inform the Builder, Mr. J.S. Watson, accordingly, and ascertain from him what steps he proposes to take in the matter.

In the meantime no report or certificate of any sort should be issued by you for the vessel.

I am, Gentlemen,

Your obedient Servant,

Secretary.

The Surveyors,

H U L L.



© 2020

Lloyd's Register
Foundation

HvL 425-0022 (2/2)