

COPY.

3rd November, 1924.

Dear Gibbs,

Mr. Sneddon has handed me your letter of the 1st instant with reference to the freeboards of the "LIZZIE AND ANNIE" and the "GWENDOLINE<sup>YN</sup> BIRCH", and I have looked up the papers bearing on these cases.

In the case of the "GWENDOLINE<sup>YN</sup> BIRCH", no mention was made in your report on the hull that the machinery had been removed from the vessel, nor was any alteration in the class recommended, and in consequence the report was not referred to my department for action. It was only when the Engineers had dealt with the machinery report that the facts were discovered, and steps were taken to amend the class. Had the matter been referred to us, steps would have been taken at once to amend the freeboard.

There is absolutely no question as to the proper procedure. The moment the means of propulsion is removed from a vessel, it comes under the category of non-propelling vessels, and the former certificate at once becomes invalid. Steps should then be taken to procure a valid certificate before the ship again proceeds to sea, as otherwise the Captain is liable to all the pains and penalties of the law.

With kind regards,  
Yours faithfully,

H.A. Gibbs, Esq.,  
H U L L.



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