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Lloyd's Register of Shipping,

71, Fenchurch Street, E.C. 3.

31st March, 1922.

Mr Gibbs,

Many thanks for your letter of yesterday's date regarding the Auxiliary Vessel "LIZZIE AND ANNIE". As this vessel is described as fully rigged fore and aft, there can be no question but that the vessel must be dealt with in accordance with Circular 1515.

It has been recognised ever since freeboard regulations were formulated that a sailing vessel should not be allowed to load so deeply as a steam or Motor Vessel.

In framing the regulations for Motor Vessels, as you are aware, the intention was merely to compensate for the additional weight of the machinery and fuel, so as to place the auxiliary vessel in exactly the same position, as far as deadweight is concerned, as for a sailing vessel.

In this particular instance, using the figures supplied by you, regarding oil fuel capacity, the maximum allowance would be about $1\frac{1}{2}$ inches.

If a freeboard as a Motor Vessel is desired, it will be necessary to dispense with the sails and use only the motor for propelling purposes.

The Load Line Committee in their recommendations



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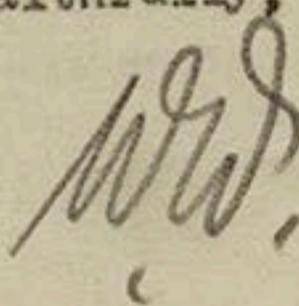
ve set up a much higher standard for sheer, and the
sult is that should these recommendations come into
orce at a later date, the freeboard of a vessel similar
this would be considerably increased, although it is
ot intended that the regulations should be made
retrospective.

I shall be glad to hear from you, therefore, if
e Owner decides to dispense with his sail power in order
hat amended freeboards may be assigned.

Regarding the Motor Coaster building at Warren's
or the same Owner, we have not dealt with this case so far,
ut the case will be treated strictly in accordance with
e regulations.

With kind regards,

Yours faithfully,



A. Gibbs,
H U L L.



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