

610.



Lloyd's Register of Shipping,

Ocean Chambers, Lowgate,

Hull, 30th. March, 1922.

My dear Watt,

We have under survey at this port a small vessel named "LIZZIE & ANNIE". This vessel at present has a freeboard assigned by this Society as a sailing vessel. The vessel was built to class and the Owners are now, proposing to reclass the Hull and machinery, which is a Plenty Motor.

They observed that there had been a disc on the side of the vessel giving a freeboard of 11 inches, whereas the freeboard of the vessel is at present 16 inches, and they were somewhat concerned as ^{to} the reason of the difference. I informed them that the present freeboard is that for a sailing vessel but they claim that this vessel is a motor vessel and should not be considered as a sailing vessel.

There is difficulty in examining the tail shaft and, to do this, the engine would require to be moved forward.

If they can get a class they are prepared to carry out this requirement and propose to fit an intermediate shaft so that periodical examinations of the tail shaft can be made, but before doing this they wish to be assured that they will get some material advantage in draft.

The engine is run on Gasoline and carries 1080 gallons of fuel and burns $4\frac{1}{2}$ gallons per hour.

The engines are stated to be started from cold in 20 minutes and can reverse in 2 seconds; a speed of $7\frac{1}{2}$ knots has been obtained on a measured mile with 110 tons of cargo. This vessel trades within a limited distance of Hull, say, Hull to Goole, Boston, and probably as far as King's Lynn.

It seems to me that she does not come under circular 1515 but should be considered a screw motor vessel and, consequently, a Table "A" freeboard could be assigned.

The Owners are very anxious to have a Table "A" freeboard. I have visited the vessel and she is in excellent condition.

The same owners have a motor coaster building at Warren's, New Holland, with engine by the same makers, and I presume will expect a steamships' freeboard.

I should be very much obliged if you would let me know as early as possible whether a Table "A" freeboard will be assigned to this vessel, provided hull and machinery are found to be in accordance with our requirements.



I considered that it would be better to write you giving full details before raising the question officially. The owners are quite willing to run trials but it seems as if this would not be necessary if the vessel is considered a power vessel and not auxiliary.

The owners state that power is used on all their trips, and although the vessel is fully rigged fore and aft, the sails are only used in the case of a fair wind and they do not see why the vessel should be penalised for having these sails, when, with power only, she would get a steamships' freeboard. *Kindest regards.*

Yours faithfully,

Henry A. Gibbs

W. Watt Esq.,

LONDON. E. C. 3.

$$\frac{12 \times 1080}{90 \times 19.15 \times 6\frac{1}{4}} = 1.2 \text{ ms}$$

$$5 \times 5 \times \frac{30}{300} = 5\frac{1}{2} \text{ Knots}$$



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