

COPY.

Lloyd's Register of Shipping,

H U L L.

28th March, 1922.

Dear Sir,

With reference to your letter of the 24th instant regarding the reclassification of the Motor Vessel, "LIZZIE AND ANNIE" I should be pleased if you would be good enough to forward particulars of the freeboards which could be assigned to this vessel as a motor vessel.

At present the freeboard assigned is that for a sailing vessel but the Owners desire to know the freeboard which could be assigned provided both the hull and the machinery of the vessel are classed.

To examine the tail shaft it will be necessary to disconnect and move the engines forward and, before doing this, it is desired that the increase in deadweight be ascertained.

The vessel is fitted with full sail power, so that she can be navigated without the use of the machinery, and has a speed of about $7\frac{1}{2}$ knots with machinery only.

The raised quarter deck is 24 feet long by 2 ft. 10 ins. high covering machinery spaces, and the forecastle is 14 ft. long by 2 ft. 10 ins. high: forecastle, main, and raised quarter decks are covered with $2\frac{1}{2}$ " wood.

As you have the particulars of sheers etc., I should be pleased if a preliminary assignment could be forwarded as early as possible so as to enable the Owners to decide as to whether they will proceed with the machinery survey.

I am, Dear Sir,
Yours faithfully,
(Signed) ARTHUR SCULLARD.

The Secretary,
LONDON.

P.S. Since writing the above the Owner has informed me that if he can get a reduction in the freeboard he will move the engine and draw the tail shaft for examination but desires to know the freeboard before he proceeds with this work.



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Foundation