



Lloyd's Register of Shipping,

342, Argyle Street, Glasgow, c.2.

20th. February, 1929.

Dear Sir,

I have to acquaint you that on the trial trip of the "VICEROY OF INDIA" yesterday Mr. Ralston of Messrs. A. Stephen & Sons, Ltd. raised the question of the freeboard as required by the Society for this vessel.

The freeboard assignment has been made by the Board of Trade, but requires to be approved for classification purposes. Originally the freeboard was assigned by the Board of Trade without seasonal allowances. They have now informed the Builders that, owing to the vessel being classed with this Society, an Indian Summer and Winter line will require to be marked.

Mr. Ralston very strongly objected to any alteration in the lines as assigned and already verified by the Board of Trade, and on his return to Glasgow from the trials of the vessel intends to raise this question.

The plans of the vessel were approved in September, 1927, the scantlings being determined on an assumed depth corresponding to a Summer draft of 28'0", and

our/



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our original approval letter to the Builders stated "100 A.l. with freeboard corresponding to a moulded draft of 28'0", no reference being made to seasonal allowances. This has been the practice in previous cases dealt with at this port, most recent of which are the "Duchess" vessels built by Messrs. John Brown & Co., Ltd., the "RANGITIKI" and the two following vessels, none of which were marked with Indian Summer or Winter lines.

In our letter of the 31st. ultimo the marking of the seasonal allowances was agreed to in view of a letter from Mr. Watt to Mr. Potts stating that the procedure in London was on those lines.

One of the Duchess vessels has not yet left this port and the two sister ships of the "RANGITIKI" are yet to follow, and it would seem that if seasonal allowances are required on the "VICEROY OF INDIA", the same will be also required on the vessels aforementioned.

In view of our letter to the Builders approving the plans, previous practice in this port, and to the Board of Trade having assigned the freeboard under the convention without seasonal allowances, I am of opinion that, if possible, it is desirable that the Board of Trade figures should be accepted.

The assignment of an Indian Summer line
would/



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would give the vessel a moulded draft of 28'7", whereas the scantlings have been approved for 28'0".

Having regard to the fact that in previous similar cases where the Summer freeboard has been used for determining the virtual depth for scantling purposes and an all seasons freeboard has been assigned, it is considered that a similar procedure might be followed in this case.

This matter has been fully discussed with Mr. Potts, and he is in agreement with this submission.

As the matter is urgent, an early reply will oblige.

I am, Dear Sir,

Yours faithfully,

Henry Gibbs

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The Secretary,
GLASGOW.



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