

Lloyd's Register of Shipping.

Via Mazzini No. 9,

Trieste (III), 24th February 1932.

Casella postale No. 2.

LLOYD'S REGISTER
RECEIVED
27 FEB 1932
And
LONDON

Dear Sir,

A study of the new freeboard report form C.11 is being made with a view of using it in reporting the particulars of the "CONTE DI SAVOIA", Cantieri Riuniti dell'Adriatico No.783.

It is considered that in this particular case the bulkhead deck may be presumed to be the freeboard deck for computing the moulded depth and Depth for freeboard (D).

The displacement should be taken at 85% of this depth, but in cases of vessels with freeboard corresponding to a limited and specified draught as per Sect.2, para e, of the Rules it would appear advisable to take the moulded displacement at the moulded draught specified, but we would be pleased to have a definite ruling on this point..

I am, Dear Sir,

Yours faithfully,

Wm. Bayfou

The Secretary,
LONDON.

27 FEB 1932

Referred to the Chief Ship Surveyor

LR-FEB-1814-14

Lloyd's Register of Shipping

Via Massimo No. 9,

Trieste (111), 24th February 1932.

Casella postale No. 2.

RECEIVED
27 FEBRUARY
LLOYD'S REGISTER
LONDON

Dear Sir,

A study of the new freeboard report form C.II is being

made with a view of using it in reporting the particulars

of the "CONTE DI SAVOIA", Cantieri Riuniti dell'Adriatico No. 787.

It is considered that in this particular case the

likelihood deck may be presumed to be the freeboard deck for

computing the moulded depth and Depth for freeboard (D).

The displacement should be taken at 85% of this depth.

in cases of vessels with freeboard corresponding to a

limited and specified draught as per Sect. 2, para. e, of the Rules

it would appear advisable to take the moulded displacement at

the moulded draught specified, but we would be pleased to have

a definite ruling on this point.

I am, Dear Sir,

Yours faithfully,

Wm. Garbutt

Wm. Garbutt

27 FEB 1932

LG

SECRETARY,
LONDON.

Referred to the Chief Ship Surveyor.