

COPY.

13th April, 1926.

Dear Mr. Scorer,

With reference to the provisional freeboard for Messrs. The Furness Shipbuilding Co's Yard Nos.108/9, we are issuing an amended assignment letter tonight, from which you will observe that in view of the increased tonnage coefficient the freeboards are being increased one inch.

Using the estimated tonnage figures now given, we get a corrected tonnage coefficient of .80, and this is more in keeping with the block coefficient of .79.

Mr. Keady called at this Office yesterday, and Mr. Ives and I discussed the whole question of freeboard with him. He was informed that the freeboard regulations represented the minimum freeboard which can be assigned under any circumstances, and therefore no reduction could be made in view of the restricted service of this vessel.

He was further informed that when a vessel was trading in completely protected waters freeboard regulations did not apply, and therefore during this restricted service the freeboard assignment could be ignored, but as soon as the vessel reached the open sea the draught would be restricted in accordance with the regulations. He expressed himself as being perfectly satisfied with this explanation.

With kind regards,  
Yours faithfully,

C.B. Scorer, Esq.,  
MIDDLESBROUGH.

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