

# Lloyd's Register of Shipping,

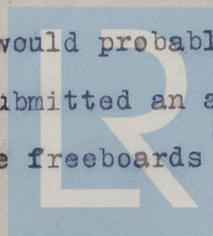
3, Steinhoeft,

Hamburg, 20th January, 1933.



Dear Sir,

In reference to your letter of the 18th instant I have after communicating with the Bremen Office taken up the question of the assignment of freeboards under the provisions of the International Load Line Convention to the vessels "AUGSBURG", "GRANDON", "ESTE" and "ILMAR", belonging to the North German Lloyd, with Obering. Winter of the See-Berufsgenossenschaft. It appears that the Owners approached the See-Berufsgenossenschaft some time ago in reference to an assignment of freeboard under the provisions of the International Load Line Convention to the steamer "AUGSBURG" and as the vessel is classed + 100 A 1 Shelterdeck with freeboard the Germanischer Lloyd proposed to the See-Berufsgenossenschaft that Lloyd's Register should make the freeboard calculation in this particular case in view of the question of strength in relation to freeboard being involved in the vessel's classification. Apparently the Owners considered that as the vessels "GRANDON", "ESTE" and "ILMAR" are classed with this Society the same line of procedure would probably apply to these ships also and they accordingly submitted an application to the Bremen Surveyors to have the freeboards of all four vessels



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"GRANDON", "AUGSBURG", "ESTE" and  
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dealt with by this Society. As however the steamers "GRANDON", "ESTE" and "ILMAR" are classed + 100 A 1 and freeboard is not a condition of the vessels' classification the See-Berufsgenossenschaft propose to assign freeboards to these three ships in the usual way, i.e. the survey for freeboard will be held by the Germanischer Lloyd and the assignment intimated and the certificate issued by the See-Berufsgenossenschaft. For these vessels it will be necessary for this Society to supply the usual letter certifying that the strength of each of these ships is sufficient for the draught corresponding to the International Load Line Convention freeboard.

In the case of the s.s."AUGSBURG" the See-Berufsgenossenschaft wished to have the calculation of the freeboard in accordance with the International Load Line Convention requirements made by this Society. I pointed out however that the assignments/<sup>are</sup>made by the Committee of this Society on the basis of reports furnished by the Society's Surveyors and that in a difficult case like the present it would be absolutely necessary for a complete survey to be held in the usual way for assignment of freeboard and all particulars supplied on Report form C.11 in order that the freeboards which could be assigned to the vessel might be determined. Obering. Winter finally agreed that this was probably the correct course to

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follow and stated that he would communicate with the Owners and advise them that in the case of the s.s. "AUGSBURG" the survey for freeboard will be carried out by the Surveyors to this Society and that when the assignment letter had been furnished to the Owners the See-Berufsgenossenschaft would be prepared to accept the assignment and arrange for the marking of the vessel in accordance with this assignment and for the issuing of International Lead Line certificates.

I have accordingly advised the Bremen Office of these decisions and have requested the Bremen Surveyors to get into touch with Messrs. North German Lloyd with a view to making arrangements for the freeboard survey on the "AUGSBURG" being held. The Bremen Surveyors have been advised that the customary fee for the assignment of freeboard should be charged.

I am, Dear Sir,

Yours faithfully

*Chisholm*

The Secretary,

LONDON



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