

## Lloyd's Register of British &amp; Foreign Shipping,

Collingwood Buildings, Newcastle-on-Tyne.

12<sup>th</sup> August 1909The Secretary  
London.LLOYDS REGISTER,  
LONDON.  
RECD 13 AUG 1909  
AN39

Sir.

The Captain of the S/s. "Gaarnholm" No 23 in the Register Book, has made application to this Office to have a Freeboard assigned to the vessel, the application form will be forwarded as soon as received from the Captain, the vessel has been surveyed for this purpose, and the necessary particulars obtained, as set forth on the accompanying form 11B. and from which it will be seen that the tonnage as per the Register Book, do not agree with those in the official Register on board.

The Captain states the Owners wish to be informed what the Freeboard would be with the bolted doors as fitted to the Pudge front; and what the difference would be if hinged doors were fitted. It is expected the vessel will leave this Port on Monday first; and the Captain would like the markings put on before that time, otherwise they

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will have to stand over until the vessels return.

I Am

Sir

Your obedient servant.

Ald. Munro



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Lloyd's Register  
Foundation

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Referred to the Chief Ship Surveyor.

ALC 13 H/C

It is submitted the Surveyor should be informed that in this case the freeboard has been assigned the same as the sister vessels "Svanholm" and Hjortholm subject to the same condition of the openings in front of bay bridge being closed full height with storm boards in riveted channel bars to comply with the requirements of the B.T. circular 1388 for class A appliances <sup>as pointed out in the Secretary's letter 23<sup>rd</sup> ult. regarding the latter vessel.</sup> With the appliances fitted bulging under class B the freeboard would be increased  $4\frac{1}{2}$  inches but if hinged iron doors were fitted to comply with the requirements for permanent appliances the freeboard would be reduced three inches from the freeboard assigned.