



Ref.

# Lloyd's Register of Shipping,

Via Mazzini No. 9,

Trieste (11), 16th February 1928.

PRINCIPAL SURVEYOR FOR ITALY:  
N. G. TURNBULL.

## SHIP &amp; ENGINEER SURVEYORS:

H. C. FORSTER.  
L. STUPARICH.  
M. BONIVENTO.  
V. LOCKNEY, M.Eng.

## SHIP SURVEYORS:

M. COSTANTINI, B.Sc.  
W. M. BALFOUR, B.Sc.  
G. MAJZEN, B.Sc.  
M. MICALICH.

Dear Mr. Watt,

I have taken such a time to answer your letter of the 6th as the whole question of the tonnage of the "ASTRA III" is now under revision.

The R.I. has now become the official measuring authority and, in checking the tonnage computation made by the usual Government official, it was found that the deep tank (carrying oil fuel) in way of N°1 hold had not been included in the gross tonnage and that the cofferdams had not been deducted from the gross tonnage.

The R.I. officials have now arrived at the conclusion that the deep tank forward should have been included in the gross tonnage and the cofferdams deducted from the <sup>gross</sup> ~~net~~, with the result that a new certificate will be issued shortly.

Also the registered dimensions given in the first certificate were found, on checking, to be wrong, and will be altered in the revised certificate.

The registered length under the Italian regulation should be the extreme length of the vessel; in the case in

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question the tonnage length was given instead.

The Italian registered depth and breadth should in every instance agree with the British measurements as the regulations are identical in both cases.

In the case of the "ASTRA III" the tonnage depth was entered on the certificate in lieu of the registered depth. This figure, you will see, agrees fairly closely with the British tonnage depth measured from top of longitudinal to  $2/3$ rd of round of beam. The under deck tonnage, 4782, from what I understand, corresponds to the above tonnage depth but is exclusive of the deep tank in way of No 1 hold.

In future the measuring of ships will be in more competent hands and I trust our R.I. colleagues will not cut such a sorry figure again.

As soon as the revised tonnage certificates will be available I shall let you have the new particulars.

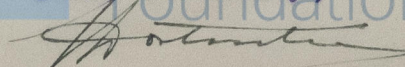
By the way I should consider it a favour if you could let me know whether the conclusions arrived at by the R.I. Surveyors, viz:- the inclusion of the deep tank in the gross tonnage and the deduction of the cofferdams from the gross tonnage are correct. The only means of access to these spaces being ordinary manholes.

With kind regards to yourself, Blocksidge and

Bryden,

W. Watt Esq.,  
LONDON.

Yours faithfully,



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