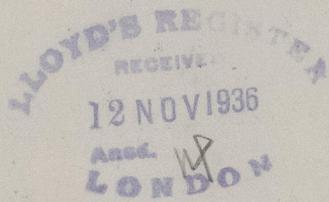


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Lloyd's Register of Shipping,

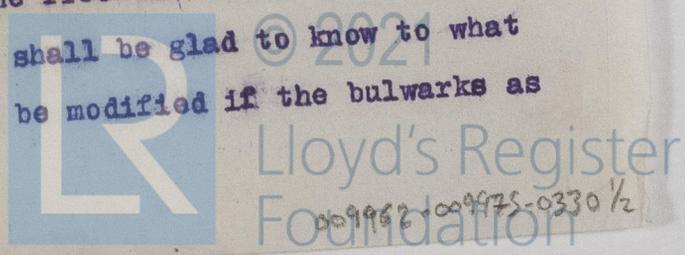
3, Steinhoeft,

Hamburg, 11th November 1936.



Dear Sir,

A verification freeboard report is being forwarded to you today on the motor vessel "RIGEL" Messrs. Deutsche Werft's Yard No. 176. This vessel is a 1220⁰⁰ tons dead-weight tanker and as will be seen from the freeboard report bulwark plating is being fitted for the length of 15.3 metres abaft the forecastle end bulkhead and no provision is made in this bulwark plating for freeing ports. A letter from the Builders (Deutsche Werft),^{as} stating that this arrangement has been fitted at the request of the Owners is enclosed herewith. In view of the requirements contained in the International Freeboard Tables regarding the provision of ~~the~~ open rails at the upper deck in Tankers I shall be glad if you will be good enough to advise this Office at the earliest possible moment whether the arrangements as fitted in the vessel can be accepted for the minimum freeboard and if not what arrangements must be made to enable freeboard to be assigned by the Committee, and if some modifications to the freeboard are permissible with the bulwark plating I shall be glad to know to what extent the freeboard would be modified if the bulwarks as



fitted are retained. As the vessel is to be ready for trials at the of this month a reply by cable would be appreciated.

I am, Dear Sir,

Yours faithfully

A. Chisholm

The Secretary,

London.

P.S. I shall be glad if you will kindly instruct the Gothenburg Surveyors to forward the freeboard certificate and copy to this Office at the earliest possible moment so that they arrive here prior to the 24th instant, on which day the vessel is intended to go on trial. The certificates will of course be handed over to the Master only when the freeboards assigned to the ship by the Committee have been correctly marked on the vessel's sides, verified and found to be in order.



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Lloyd's Register
Foundation

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Referred to the Chief Ship Surveyor
(Freeboard).

12 NOV 1936

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