

COPY

# LLOYD'S REGISTER OF SHIPPING

UNITED WITH THE BRITISH CORPORATION REGISTER

71, Fenchurch Street, London, E.C.3

Telegrams: Committee, Fen. London

Telephone: Royal 3551 (6 Lines)

20th December, 1951

Dear Sir,

## "PERISHTA"

F3d.

Replying to your letter of the 3rd December I have to say that this ship may trade in the Baltic and North Seas and the class will be recommended to the Committee for amendment to 100 A 1 "with freeboard" provided the framing in the holds is re-inforced by reversed bars in the same manner as has already been done in the "PICURA".

Provided this re-inforcement is carried out the draught will remain at 13ft. 0ins as at present, but should it be impossible to re-inforce the framing before leaving India, the draught will require to be restricted to 11ft. 0 ins moulded for the one voyage to the Continent, and the framing should be re-inforced before the ship takes up her new service.

The necessary instructions regarding the issue of the certificate for the voyage to this side are being sent to the Society's Surveyor at Karachi, but I have to say that as regards the conditions of freeboard assignment the machinery casing door sills will require to be increased to 24 ins in height both for the voyage and for the contemplated service, and a winter line will require to be marked.

The new service Load Line Certificates when issued will be suitably endorsed to cover the service in the Baltic and European Coasting, Hamburg to Brest, also the U.K.

Yours faithfully,

Noshirwan F. Cowasjee, Esq.,  
c/o Bureau Maritime Hansatique, S.A.,  
Scaldis Building,  
Quai d'Antoine 6

© 2021

Pro Secretary

Lloyd's Register  
Foundation

012473-012482-0101