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# Lloyd's Register of Shipping,

71, Fenchurch Street, E.C.3.

14th February, 1950.

AIR MAIL

Dear Sirs,

I must apologise for being remiss in not acknowledging before this your letter of the 7th December enclosing some copies of a statement defining the interpretation of the trading limits of the various services employed as class qualifications to Great Lakes' ships.

These will be most useful and have been circulated to the interested Departments here.

At the same time I have to acknowledge Mr. Macmillan's letter of the 16th ultimo regarding the steamer "KEYSHEY", the contents of which are noted.

Having regard, however, to the remarks contained in the second paragraph, I can only refer to Circular 1895 which details the practice of Lloyd's Register in cases of deferred damages in which they are put into two categories - A and B. So far as Lloyd's Register is concerned these subjects or endorsements are noted on Classification Certificates and are required to be referred to under the Surveyors' "General Observations, Opinion as to Class etc.," at the foot of form Rpt.8.

Perhaps you will let me know whether it is desirable and a practical proposition to adopt the same procedure for Lakers.

As regards equipment for vessels engaged on the Great Lakes, it is understood in this Office that ships classed for service on the Great Lakes only, or Great Lakes and River St. Lawrence, have a standard of equipment equivalent to that set out by the American Bureau in their draft rules for Lakers 1920, a copy of which is available at this Office. However, it is not known whether this standard also applies to (1) Lakes and limited Gulf Service, (2) Lakes and Gulf Service, (3) Lakes, Gulf and limited Coasting Service.

Perhaps you will let me know if these Rules should only apply to pure Lakers and to ships in group (1) which cease operating in the Gulf on 30th September, and that if the equipment of the remaining classes which navigate in

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the Gulf until the close of navigation should be in accordance with the Rules for ocean-going ships.

If the equipment on board Lake or Lakes and River ships is to fully comply with the standards laid down by the A.B., then it would appear that almost all these ships will require 180 fathoms of cable, whereas in the case of the barge "COLLINGSDOC", which is at present being submitted for B.C. class, the cable on board is 147 fathoms of  $1\frac{1}{2}$ " and  $1\frac{3}{8}$ " which, on the above basis, is deficient in both length and diameter. As the Surveyor concerned did not make any recommendations as regards supplying cable, please clarify the position as soon as possible.

Yours faithfully,

Clerk to the  
Classification Committee

The Principal Surveyors,  
MONTREAL.



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