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Lloyd's Register of Shipping,

71, Fenchurch Street, E.C. 3.

3rd October, 1932.

Enclosure.

Dear Sir,

I am in receipt of your letter of the 27th ultimo, enclosing a translation of a letter which you have received from the Mercantile Marine Technical Department, regarding the case of the steamer "ANGOLA", and in reply thereto I have to inform you as follows:-

1. It is correct that the depth for freeboard is not strictly in accordance with the letter, but it is entirely within the spirit of the Convention, and further, the method adopted by this Society is that adopted by the other Assigning Authorities in this Country, and by all Continental Countries with which this Society is associated. It is therefore suggested the figures as given be accepted.

2. No Winter penalty has been applied in this case as owing to the restriction in draught on account of sidelights the centre of the disc is below the line which would have been assigned in Winter had there been no restriction.

3. In view of (2) it is suggested that the marking should be in accordance with the enclosed sketch.

4. It was thought that as the freeboard to the shelter deck is only about 12 feet, the bearing surfaces of the hatch webs should not be less than 3 inches, but no $\frac{1}{2}$

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objection will be taken to the acceptance of the original surfaces, viz. 2 inches, if desired by the Portuguese Authorities.

5. The displacement and tons per inch giving the Fresh Water allowance of 165 mm. (equals $6\frac{1}{2}$ inches) are respectively 12,400 tons and 47.7 tons. These figures should be inserted in the copy of the freeboard computation sent to you for issue to the Portuguese Authorities.

I am, Dear Sir,

Yours faithfully,

pro Secretary.

G.T.B. Scullard, Esq.,

LISBON.



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