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Lloyd's Register of Shipping,

71, Fenchurch Street, E.C. 3.

12th September, 1922.

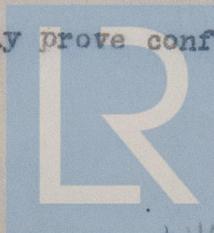
Dear Jack,

I am in receipt of your letter of yesterday's date with reference to Messrs. Hawthorn, Leslie's Nos. 529 & 30. In dealing with this case the freeboards were first of all computed as for a full scantling vessel, due allowance being made for the Bridge, and then another computation was made in accordance with Table "C" of the regulations, in which case the Bridge was excluded from the computation. The scantlings were then taken out from the new rules for both conditions, and these were interpolated to give scantlings in relation to the draught desired.

It so happened in this particular case that the desired draught was practically in agreement with Table "C" freeboard, and consequently the Bridge house does not affect the computation.

There is therefore no objection to the openings proposed in the Bridge sides, nor will they affect the freeboard assigned.

I regret we cannot forward a copy of any freeboard computation at this time, as there are no definite rules in force, and any copies sent would only prove confusing,



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Lloyd's Register
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because we have no official forms printed yet.

With kind regards,

Yours faithfully,

J. Macdonald, Esq.

NEWCASTLE-on-TYNE.



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Access of that rule, do not come up to Lloyd's requirements for Ships of full
freeboard for which will vary with their strength.
h in excess of that rule, do not come up to Lloyd's requirements for a Spar-
for which will vary with their strength.
depth of vessel to inside of ceiling should be corrected if