



Lloyd's Register of Shipping.

(Reconnu par la Loi Belge sur la sécurité des Navires.)
(Arrêté Ministériel du 8 Janvier, 1921.)

Maritime Buildings,

Quai Tavernier, 4,

Antwerp, 9th April 1925.

Communications to be addressed to
SURVEYORS.

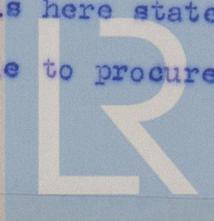
Dear Mr. Watt,

With reference to your letter of the 7th instant respecting the freeboards which have been assigned to the S/S "JORDAENS", I have had an interview with the gentleman who actually measured the vessel. He informs me that the underdeck tonnage for Belgian vessels does not include the fore & after peaks when these can only be used for water ballast. When they can be used for carrying cargo they are included. In the case of the S/S "JORDAENS", the only entrances are manholes, and they can only be used as ballast tanks, therefore, they are ~~deducted~~ ^{not included}.

The Owners now wish to have the British tonnage figures entered in the Register Book, and the underdeck tonnage according to British Rules is 1102.59; this includes the peaks (F. & A.) the tonnage of which amounts to 36.51.

In making out my report I added this 36.51 to the Belgian underdeck so as to make it agree with the British underdeck, on which the Freeboard Rules are based. I would be glad to know for future cases if this is the right thing to do or not.

I have tried to get a copy of the Belgian Law but cannot procure one, and the tonnage officials here state that it was published so long ago it is impossible to procure a printed copy,



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240.0	37.12	15.54	1066.08
		15.81	Peak
	Frame Depth	Ceiling	

Moulded Depth as measured.....
 Addition for Keel below base line

17-9 1/2

2.

their instructions are partly printed & partly in manuscript. The particular instructions referring to the Peaks are contained in a letter from the Administration de la Marine, at Brussels, dated 29th March 1904, which was shewn to me today. When I made enquiries in 1922, at Mr. Blocksidge's request, this point seems to have been forgotten by the official who gave me the information regarding Belgian Tonnage.

With kind regards.

Sincerely yours,
J. O. Herbert

W. Watt Esq.,
 LONDON.



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