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30th June, 1925.

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Dear Mr. Ormiston,

I am in receipt of your letter of the 25th instant and note that you have the Tanker "W.S. PORTER" under survey for freeboard assignment, and we await your report.

With regard to the questions raised concerning this case, I do not understand your reference to the boiler casings extending to beyond the fore end of the poop. We have examined the approved plans and find that as far as they indicate the boiler casings are enclosed by the poop. It may be that the approved plans have not been carried out in their entirety, and if so the boiler casings should be stiffened at least as efficiently as the poop front.

The case will be dealt with under Para. 12 of the regulations, and in accordance therewith only half the length of the bridge will be allowed on account of the lack of protection. It seems a curious thing to penalise the bridge for a deficiency in another part of the ship, but such is the rule and we have to carry it out. It seems absurd as it can only affect the freeboard of a vessel such as this to the extent of about half an inch.

With kind regards,

J.S. Ormiston, Esq.,

Yours faithfully,

G E N O A.

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† In vessels obtaining an allowance for deck erections under Para. 11 where the sheer drops abaft amidships the height of the R.Q.D. is to be taken from the level of the top of the amidship beam.
§ In flush-decked vessels the total standard mean sheer means the sheer measured at the stem and stern-post. In vessels having poops and forecastles, it means the sheer measured at points distant

¶ The Surveyor should state whether the fall in sheer as reported is line of keel or to the water line. If measured relatively to water survey, and also the usual load draft forward and aft should be