

TELEGRAM
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COPY.

28th December, 1923.

Dear Jack,

I am in receipt of your letter of the 24th instant with reference to the freeboard assignment for Messrs. Wood, Skinner & Co's No. 235. As you have a copy of the same builders No. 233, and a copy of the freeboard report on No. 235 was sent to you, you will see at once that the difference in freeboard is due to the difference in the length of erections. In No. 233 the effective length of erections for freeboard assignment was 161 feet, whereas in No. 235 the corresponding length is 171.8 feet, and this accounts for the difference of $1\frac{1}{2}$ inches in the freeboards.

With regard to Messrs. Austin & Son's No. 306, which is stated to be a sister vessel, the under deck tonnage was stated to be 1012 tons, giving a corrected tonnage coefficient of .77, instead of .74 in the case of Wood Skinner & Co's No. 235.

In addition, Austin's quarter deck is 3'-11" in height as compared with your 3'-10", so that for comparison with your vessel, Austin's freeboard is 5'- $3\frac{1}{2}$ ".

With kind regards and wishing you the compliments of the season,

Yours faithfully,

J. Macdonald, Esq.,

NEWCASTLE-on-TYNE.

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