

Lloyd's Register of Shipping,

3, Steinhoeft,

Hamburg, 20th Sept. 1932.



I am duly in receipt of your cablegram and letter of the
ant with enclosures in reference to the freeboard assign-
r the 1930 Convention requirements for the steamer
DGE". Mr. Austin, the Owners' Superintendent, telephoned
Office today and stated that as there were certain alter-
be made in order to comply with the conditions of assign-
ad now been decided to put these matters in hand when the
turns to the U.K. The vessel is to proceed in ballast
Port in a day or so to the Tyne and in the circumstances
n was of the opinion that the alterations to the marking
e be attended to when the vessel arrives there.

The assignment letter and freeboard certificates
red tonight by the evening post and I accordingly had no
on as to the requirements to which Mr. Austin referred.
Certificates forwarded by you are accordingly being returned
and I shall be glad if arrangements can be made by you
to having the vessel marked in the U.K. as desired by

ary,

LONDON

I am, Dear Sir,
Yours faithfully

J. Chisholm

Lloyd's Register
Foundation



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Hempnig, 2207 Bay St., 1925.

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Yours &c &c &c
letter
dated 1st Aug. 1850
to the
Editor of the
Daily Advertiser

requesting to substitute only new signs of those not often or
old ones that are often used or before need will surveyor

fasting at breakfast at 7 o'clock, and went out again together

Surveyor.

the Chief Ship Surveyor.
(Freeboard).
33

33. The surveyor's party will measure all
the changes of height of the ship, and
the corresponding decrease in the
length of the ship will be calculated
from the following formula:

$$\frac{L}{L - l} = \frac{L - l}{L - l - h}$$

where L is the original length of the ship,
 l is the change in height, and h is the
height of the freeboard.

Referred to

22 SEP 1932

1932 SEP 22

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