

COPY

SYDNEY TURNER BRYDEN M.Sc., M.I.N.A. will say:-

I am a Principal Ship Surveyor on the Chief Ship Surveyor's Staff of Lloyd's Register of Shipping.

On the 21st December, 1946, the Owners of the "FAMAGUSTA" made application for a Load Line Certificate. They were informed that the Society would issue a Load Line Certificate covering the ship's service in the Mediterranean for which she was classed, but that they should make application to the Ministry of Transport for the Load Line Certificate for the voyage from this country to the Mediterranean. This was in accordance with a circular issued by the Society, stating that the Committee would only assign Freeboards for the actual service of vessels of special type such as dredgers, hopper barges, and river and coasting steamers, classed for restricted service, leaving control of the loading, preparation and assignment of Freeboards, for the overseas voyage, to the then Board of Trade.

On the 30th December, 1946, ~~Mr.~~ ^{stating} Mr. Roxburgh, a Surveyor to the Ministry of Transport, attached to their London Outport Office, telephoned to me ~~pointing out~~ that the Owners of this ship were requiring a Provisional Load Line Certificate for a voyage to the Mediterranean. I informed Mr. Roxburgh of the terms of the above circular. To this, Mr. Roxburgh replied that the request, so far as they were concerned, had been received at very short notice and that, having regard to the fact that the Society had completely surveyed the ship and were in possession of all the necessary data regarding construction, he suggested that the Society should issue the Certificate in this case. I agreed to submit the matter for consideration, as the Committee have from time to time agreed to waive the circular in special circumstances. I considered the "FAMAGUSTA" was a safe ship for such a voyage, and after consulting the Chief Ship



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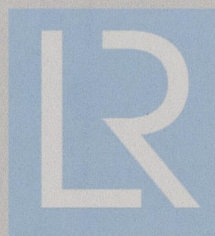
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Surveyor we recommended to the Committee that in view of the short notice to the Ministry, the Society might in this instance issue the Load Line Certificate for the voyage, and this was agreed to by the Committee. Accordingly a special Freeboard of 3'-0", corresponding to a moulded draught of 5'-10 $\frac{1}{4}$ ", with a Fresh Water allowance of 1 $\frac{1}{2}$ ", was assigned to permit the ship to make the voyage from London to Port Said, and instructions were given to the London Outport Surveyors to issue a Provisional Load Line Certificate for the voyage after satisfying themselves that any special preparations considered necessary by them had been made. Ultimately, the required Certificate was issued on the 14th January, 1947, valid for three months. In actual fact the vessel did not sail for the Mediterranean until 8 weeks later.

Meanwhile the Owners decided to make one or two trips to Boston, Lincs, and, at their request, a Provisional Load Line Certificate for a Freeboard of 3'-0" was issued on the 14th February to permit the ship to make these voyages.

For the ship's actual service in the Eastern Mediterranean and Red Sea the Committee assigned a summer Freeboard of 2'-4 $\frac{1}{4}$ " corresponding to a moulded draught of 6'-6" with Fresh Water, Tropical and Winter allowances of 1 $\frac{5}{8}$ ". The Load Line Certificate in respect of this Freeboard was to be issued on the vessel's arrival in the Mediterranean.

25th February, 1949.



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