

that it is observed that owing to the way in which the

**COPY.**

## Lloyd's Register of Shipping,

71, Fenchurch Street, E.C. 3.

8th April 1927.

Dear Sirs,

I have to acknowledge the receipt of your two letters of the 4th instant respecting the freeboard of the Steamer "KERVEGAN", the contents of which have been noted.

It is observed that, owing to the way in which the underdeck tonnage was calculated for this vessel, the tonnage to be used in the computation for tonnage coefficient is 80 tons less than the figure formerly reported by you. This will have the effect of reducing the freeboards by about one inch.

In my letter of the 28th ultimo ~~you were~~ requested to check the sheers at  $1/8$ th length from each end, as the sheers reported appeared small, and you reported that the sheer at  $1/8$ th length from the <sup>sheer</sup> stern was 890 m/m instead of 800 m/m as previously reported. If the sheer is of the gradual character defined in the freeboard regulations, the sheers at  $1/8$ th length from stem and sternpost would be 1045 m/m and 550 m/m respectively, instead of 890 m/m and 500 m/m as reported by you.

The above difference in sheer involves a difference of  $1\frac{1}{2}$ " in the freeboard, which with the 1" difference due to

W 9934-0150  $\frac{1}{2}$



that it is observed that owing to the way in which the

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tonnage coefficient might account for the greater part of the difference of  $3\frac{1}{2}$ " between the freeboard assigned by this Society and that of the Bureau Veritas.

The Cardiff Surveyors have therefore been requested to verify the figures relating to the sheers at  $1/8$ th length, and to check the lengths of the erections, and on receipt of their reply I shall again communicate with you.

I am, Dear Sirs,

Yours faithfully,

Secretary.

The Surveyors,

NANTES.



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*p.e. Paris*