

Views of India

20th February 1929.

My dear Gibbs,

I did not understand the point which Mr. Ralston put to me yesterday, and I must confess that it is a little bit complicated still. The position in this Office is as follows:- When it is proposed that the scantlings should be determined on a basis of draught, Mr. Watt supplies the Plans Department with the summer draught which could be assigned to the vessel. This is taken as a datum line, and the scantlings are determined in the usual way, the basis of the whole proceeding being to secure conformity with the Load Line standards. These standards however take account of the fact that a draught in winter is less than that in summer, and consequently, if in an ordinary case no account were taken of this fact we should in effect be approving a vessel which was below the Load Line standard of strength.

Your telegram says "Seasonal allowances only agreed 'to in view of Watt's letter to Potts dated 18th January 1929'". If you will refer to the letter in question, you will see that Mr. Watt has described the practice in this Office, which is outlined above, but Mr. Potts in replying to it concedes the case and states that in his opinion it would follow that



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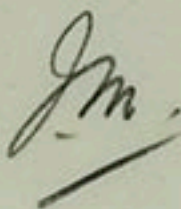
seasonal lines should be applied when the summer draught is used to determine the virtual depth.

Further, the "DUCHESS" vessels, the "RANGITIKI" and the following ships which you mention, were dealt with here on the assumption that an "all seasons" draught was ^{approved} ~~desired~~, and therefore it was not thought necessary to apply seasonal allowances, or, in fact, to raise the question.

As I wired you today, the way out of the difficulty is quite simple, and consists in Potts being able to state that his scantlings are suitable for a draught of 28 feet for all seasons.

With kind regards,

Yours very truly,



H.A.Gibbs, Esq.,
GLASGOW.



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