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18th January, 1929.

Dear Potts,

With reference to the case of the "NORTHERN PRINCE" building by Lithgows, and the approval of a draft for all Seasons, it occurs to me that a discrepancy in practice is here revealed. When the scantlings correspond to those required for a standard complete superstructure ship, Table C freeboard is assigned and all the Seasonal allowances are made. The same thing, of course, applies when the scantlings are in accordance with the full scantling standard and Table A freeboard is assigned.

When the ~~draft~~^{draught} is between A & C the scantlings are obtained by interpolation and again the Seasonal allowances are applied.

When the ~~draft~~^{draught} is less than Table C an equivalent depth is used and it is this depth which determines whether the Seasonal lines will be applied or not. If the Seasonal lines are to be applied the equivalent depth is based on the Summer freeboard, but if there are to be no Seasonal lines and the vessel is to load to the desired ~~draft~~^{draught} in Winter, then the Winter freeboard is used in determining the equivalent depth for scantlings.



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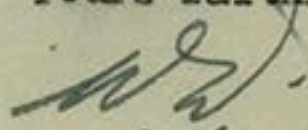
It is the practice in this Office to define clearly in the endorsement for the approval of the plans and in the letter issued thereon whether the ^{draught}~~draft~~ is a "Summer" ^{draught}~~draft~~ or if it is "for all Seasons".

As there is nothing in the plans or papers of the "NORTHERN PRINCE" to indicate on which standard the scantlings were approved, it was necessary to obtain the information before dealing with the case.

Meantime we are waiting for the Board of Trade subdivision particulars before proceeding with the assignment.

With kind regards,

Yours faithfully,



E. Potts, Esq.,

GLASGOW.



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