

M. Sept

17th May, 1910.

Dear Sir,

Reverting to your letter of the 11th instant, D. regarding the case of the steamer "WARATAH", O.N. 125741, I am directed to furnish you with the following replies to your inquiries, viz.:-

- (1) The s.s. "WARATAH" was classed 100A1 'Spar Deck', but it was not a condition of her classification under the Society's Rules that she should have a fixed freeboard. The freeboard assigned to the vessel by this Society was in accordance with the Load Line Regulations of the Board of Trade.
- (2) The Rules under which the scantlings of the vessel were approved were those of the years 1907-8, these being in force at the time that the plans for the vessel were submitted by the Builders to this Society.
- (3) The scantlings and arrangements approved for the vessel, although not in all respects identical with the Society's Rules, were equivalent to them, and were approved as such by the Committee.
- (4) The Surveyors under whose survey the vessel was built report that the plans approved for the vessel, and the Rules generally in all other particulars, were adhered to in the vessel's construction.
- (5) The design of the "WARATAH" was not of an extraordinary character, and it was not regarded as an experiment.
- (6) This Society has never heard that the "WARATAH" was notoriously crank.



© 2018

Lloyd's Register
Foundation

(7) This Society has no knowledge of any question having been raised as to removing the vessel's top deck.

(8) This Society never received any complaints or reports as to the vessel's behaviour at sea or as to whether she was top-heavy.

I am, Dear Sir,

Yours faithfully,

Secretary.

R. Ellis Cunliffe, Esq.,

Solicitor,

Board of Trade,

7, Whitehall Gardens, S. W.



© 2018

Lloyd's Register
Foundation