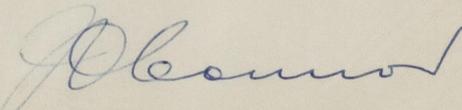


underwriters. It is understood that the vessel is likely to be sold for scrapping in the Los Angeles area, so that the question of towage is unlikely to arise.

It is observed from your cablegram that the freeboard certificate should be the responsibility of the U.S. Coast Guard. In this respect we would point out that the assigning authority for U.S. Load Lines is the American Bureau as stated in Paragraph 4309 of the U.S. Load Line Regulations. We do not know of a single case in which the Coast Guard themselves has assigned a Load Line in a manner similar to that followed by the Ministry of Shipping. Therefore in the case of this vessel if the Society were unwilling to act with respect to the issue of a Load Line Certificate if one should be required, and the Owner approached the U.S. Coast Guard, the latter would almost certainly refer him to the American Bureau.

Therefore we trust that the statement in your cable does not rule out the possibility of the case being reconsidered in the event of a Load Line Certificate subsequently being required for the vessel.

Yours faithfully,



Secretary to the American Committee



12/20
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БИБЛИОТЕКА

CLASSIFICATION
PUBLICATIONS

RR
s/pl

Secretary to the American Committee

Yours respectfully,

unpresently being required for the vessel.
reconsidered in the event of a long line Certificate
cable does not rule out the possibility of the case being
Therefore we think that the statement in your

the American Bureau.
Covart Club, the letter would almost certainly refer him to
should be required, and the Owner approached the U.S.
set with respect to the issue of a long line Certificate to
in the case of this vessel if the society were unwilling to
to that followed by the Ministry of Shipping. Therefore
previously has assigned a long line in a manner similar
We do not know of a single case in which the Coast Guard
acted in violation of the U.S. Long Line Regulation.
authority for U.S. Long Lines is the American Bureau as
Coast. In this respect we would point out that the assigning
Certificate should be the responsibility of the U.S. Coast
It is observed from your explanation that the previously

direction of towage is unlikely to arise,
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