

Lloyd's Register of British & Foreign Shipping.

36¹, Amaliegade,

Copenhagen, K. 16th April 1909.

LLOYDS REGISTER,
LONDON.

REC^d 19 APR 1909

ANS^d 19
The Secretary,

Lloyd's Register of Shipping,
London.

Sir,

We enclose herewith the owners' application for revision of freeboard of the steamer "GUNHILD", No. 838 in the Register Book together with form 11b with the usual particulars.

The stiffening of the bridge front bulkhead is not in accordance with the rule requirements, but owing to the bulkhead being covered by lining and fittings of saloon and cabins, the owners would be glad to be informed what difference it would make in the freeboard both as regards this vessel and the steamer "Gard" No. 1074 in the Register Book, if the stiffening were not interfered with in order to avoid removing the lining and fittings.

A freeboard was assigned to the steamer "Gard" as per letter M dated the 1st May 1908 subject to stiffening of bridge front bulkhead being made equal to rule

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requirements
Foundation

002094-002100-0044 1/2

requirements and the same conditions as to the bulkhead
being covered by lining and fittings of saloon and cabins
exist in the case of this vessel.

I am, Sir,

Your obedient Servant,

R. Brown

SURVEYOR TO LLOYD'S
REGISTER OF SHIPPING



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Referred to the Chief Ship Surveyor.

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It is submitted the Surveyor be informed that in the case of the Gunhild the minimum freeboard admitted by the Tables has been assigned subject to the bridge front-stiffening being made equivalent to the rule requirement and the hatchway fore and afters removed with size equal to the rule. If the bridge front-stiffening is not made equal to rule the freeboard intimated would be increased 2 inches.

As regards the "Sigurd" the Surveyor should be informed that a similar increase would be made in the freeboard of 2 inches if the condition of the assignment regarding the strengthening of the bridge front bulkhead is not complied with and it should also be pointed out that in that case it