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The sailing ship "FOZ DO DOURO" ex "ABRAHAM RYDBERG", built in 1892, was recently fitted at Philadelphia with oil engines of sufficient power to warrant her description as a fully powered motorship.

The Society's Surveyors at Lisbon where she is owned, asked on behalf of the Owners in December last whether, for the purposes of insurance, the vessel could now be registered as a motorship even while retaining the sailing gear or if, due to the sailing gear being retained, the machinery now fitted could only be regarded as auxiliary.

The Philadelphia Surveyors' reports of the conversion to a motorship were not then to hand, but from cabled enquiry it was ascertained that the power of the engines was amply sufficient for her status as a motorship and on the 7th January the Lisbon Surveyors were advised that the vessel was eligible for classification as a "fully powered motorship".

The question of her entry into the Register Book, however, raises an interesting point which the Classing Committee have referred to the General Committee seeing that, with the retention of her sails, the vessel has alternative means of propulsion both of which are sufficient in themselves for full power.

In this connection reference is made to a somewhat similar case which was before the Committee in 1937, that of the auxiliary 3-masted schooner "ISOLDA". She, too, had alternative means of power with ample sufficiency in either, and in this case the Owners asked that she should be recorded in both the Sailing Ship Register and the steamer Register without the word "auxiliary".

The Committee, however, declined to accede to this request and the Owners were informed that if the double entry were required the word "auxiliary" must be included in her description. At the time it was pointed out to the Underwriters who raised the point, that with the double entry and without the word "auxiliary", the Owners would gain the advantages of both types of ship - the economic ~~manning~~ as a sailing ship and the advantage of freeboard and insurance as a motorship. The word auxiliary was therefore retained for the guidance of Underwriters and other interested parties.

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The only ship appearing in both Sections of the Book without the word "auxiliary" at present, is the Swedish training ship "ALBATROSS".

The load line certificate in this case will be issued by the Portuguese Authorities who have been informed that although her sail area has been reduced from 32,000 to 25,000 sq. ft. she is suitable for navigation under sail alone in which case the assignment of a sailing ship freeboard will be appropriate.

R.S.
14/2/46

General Committee.

Thursday, 14th February, 1946.

The record "auxiliary" to be made in both volumes of the Register Book in this case.

P.E.B.

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