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10th November, 1926.

ENCLOSURE.

Dear Mr. Webster,

We are issuing the provisional freeboard assignment letter to-day for the Chantier de Penhoet's Yard No. U5, and for your information I am enclosing herewith a copy of the computation.

You will observe that freeboards have been computed on a provisional corrected coefficient of .74, and as this figure appears small compared with that of other vessels belonging to the same owners I shall be glad if you will advise the builders that any increase in this coefficient will involve a corresponding increase in the freeboard.

I do not quite understand your marginal note regarding the French method of tonnage measurement, as the method described by you is contrary to French Law, which as far as we are aware is the same as British Law.

I notice that the tonnage has been measured to a point 320 m/m below the tank top, but the Board of Trade interpretation of depth of floor has always been that the depth of floor in a vessel having a double bottom is the depth of the tank top. I shall be glad if you can give me

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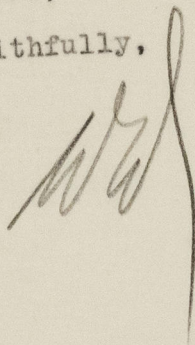
any further information which you possess on this point as it is obviously very desirable that we should know precisely the limiting dimensions used in computing the under deck tonnage.

You did not state the under deck tonnage in your present report, but we have used the figures given in the first report forwarded by you.

Perhaps you will be good enough to let me have a reply as early as possible in case some alteration in the assignment may be involved, and we will defer transmitting the assignment to the owners meantime.

With kind regards,

Yours faithfully,



P. W. Webster, Esq.,

ST. NAZAIRE.



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