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Lloyd's Register of Shipping.

71, Fenchurch Street, E.C. 3.

Enclosures.

14th April, 1932.

Dear Sirs,

F. With reference to my letter of the 2nd instant and to your letter of the 13th instant regarding Messrs. Swan, Hunter & Wigham Richardson's Yard No. 1477, I have to request that you will kindly inform the Builders that the question of scuppers and freeing ports in tonnage opening shelter deck ships having small freeboards has now been discussed with the Board of Trade, and in letter to this Office the Board state that:-

"if your Society, as the loadline assigning Authority,
"consider that the freeing ports required by the second
"clauses of Paragraph 35 of the Board's Tonnage measure-
"ment Instructions should be dispensed with, the Board
"would be prepared to accept in lieu thereof scuppers of
"not less than 5" diameter, and, further, that the
"Board would not regard it as infringing the conditions
of tonnage exemption if such scuppers were fitted with
"screw down non-return valves in order to satisfy loadline
"requirements. As regards that part of the shelter deck
"spaces which is forward of the tonnage well, the Board
"would not regard the omission of scuppers (if such

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- 2 -

"omission is considered necessary by your Society as a
"condition of loadline assignment) as affecting the question
"of the eligibility of the spaces concerned for tonnage
"exemption".....

The Society have also been requested by the Board of Trade to inform Owners that they should make formal application to the Board in respect of any proposed alterations under the conditions on which tonnage exemption of the shelter tween deck spaces were granted. Such applications should give details of the proposed alterations and indicate the Port in the United Kingdom at which the ship could be inspected by the Board of Trade Surveyors after the alterations have been approved and carried out.

Therefore, in view of the fact that the freeboard in this case is only $3\frac{1}{4}$ " , and the probable trim of 18" by the stern, it is considered that the ordinary overboard scuppers from the shelter tween deck spaces should be dispensed with, that the freeing port in the tonnage well should also be dispensed with, and that a screw down non-return valve, not less than 5" in diameter, capable of being operated from the shelter deck, should be fitted in the tonnage well on both sides of the ship.

The plan (in triplicate), forwarded with your letter of the 1st instant, is returned herewith.

I am, Dear Sirs,

Yours faithfully,

The Surveyors,

NEWCASTLE-ON-TYNE.

Secretary.

Lloyd's Register
Foundation

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