

28th March, 1941.

Dear Sir,

With reference to Greenock First Entry Report No.21344 on the motorship "CAPE HAWKE" I think it well to inform you that this is a C.S.S. vessel fitted with a tonnage opening, and in accordance with the recent decision this opening will be closed at an early date.

As shown on the approved plan of midship section, the depth moulded to the 2nd deck is 27' 9", and to the upper deck 36' 9". The height of the 'tween decks is 9' at the centre line, and the tumblehome at the upper deck is 12".

The depth from top of keel to top of beam at side of uppermost continuous deck, as reported, is 36.75', and the moulded depth as shown on the Freeboard report is 36' 9" to upper deck and 27' 9" to the 2nd deck.

On examination of some previous similar cases of vessels built in Scotland, it appears that the ordinary practice is for the Surveyor to add the 9' height of the 'tween decks to the depth to the 2nd deck, making the depth as reported 36' 9", but as a matter of fact, owing to the tumblehome, the depth should, it appears, be 36' 10".

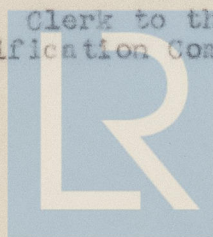
In view of the above, I shall be glad if you will ascertain and let me know whether the depths as reported in Reports I and C.11 respectively are correct.

I am, Dear Sir,
Yours faithfully,

Copy to Guk.

Clerk to the
Classification Committee.

The Secretary,
GLASGOW.



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