

COPY.

TRANSLATION.

CHANTIERS DE NORMANDIE

GRAND QUEVILLY.

31.10.30.

Lloyds Surveyors,
ROUEN.

"SERVICE SHELL VI" - Freeboard.

Dear Sirs,

We beg to acknowledge the receipt of your letter of the 29th instant, in which you let us know the final freeboard of the barge of 500 tons which we are completing for the Anglo Saxon Petroleum Co.

As we have already told you, we are very much surprised to find that the final freeboard is 13 mm. more than the provisional freeboard which had been calculated from the midship section by your Society.

In the letter from the Head Office which you have sent us it is stated that the freeboard has been ascertained in accordance with the French Regulations, and it is probable that the provisional freeboard was calculated in accordance with the British Regulations. If it is so, we are very much surprised, for we do not think there is any difference between British and French Regulations for the calculation of the freeboards of a vessel.

Further, we should like to avail ourselves of the provisions made in the Freeboard Regulations by the French

COPY.

"SERVICE SHELL VI".

2.

Authorities in the case of a barge to be towed.

For this vessel the French Authorities use the freeboard Table for sailing vessels, but they do not make any correction for length, as in this particular case the vessel has no sails.

This interpretation would enable us to give to the barge of the Anglo Saxon Company a freeboard slightly less than the original freeboard, and would be an advantage both for the Owners and Builders, who according to contract must give a deadweight to the draught corresponding to the freeboard.

Hoping for a favourable reply from ^{you}~~me~~ and new freeboard figures,

Yours in anticipation,

.....(sgd.)



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