

VESEN & CO.,

ESTABLISHED 1846,

LEITH.
GLASGOW.

DUNDEE, GRANTON.

S.S. "Glitra" of Leith,
Off. No., 127074.

F. G. SALVESEN.

T. E. SALVESEN.

N. G. SALVESEN.

Ravenna, 12th Sept. 1930

Register of Shipping,
Church Street, E.C.,



Gentlemen:-

With reference to the above-named vessel's
Certificate No. ²⁰⁹⁶~~28331~~ I particularly request if you will
be good enough to inform me whether there is any mistake in the
Allowance mentioned therein, which is 5 inches; as, in
my last loading Port, Port Talbot, South Wales, where the
water was Fresh, and allowing 5 inches for fresh water, I found my
draft to be 1" short of her usual Deadweight---32 tons, which is
a considerable amount during these hard times.

I have found this to be the case on several occasions when
in F.W... In the River St. Lawrence and River Plate Ports,
in fact, in every Fresh Water Port in which the Vessel has

been found finding her loaded draft in F.W. from her Salt Water draft
by W.O.T. Examination method, gives the Vessel a difference of
5 inches instead of 5 inches as per Freeboard Certificate, and which
differs exactly with her usual Deadweight.

Now Gentlemen, if you will be good enough to enlighten me
whether the F.W. allowance is 5 inches; and if so, why the Vessel,
going through a Lock from Fresh to Salt water, should proceed
with 1 inch short of her proper freeboard allowance, I shall be
very grateful indeed.

Trusting, Gentlemen, you will give this your consideration,

I Remain, Gentlemen,

Yours Truly,

A. Smith

Master, s/s "Glitra"

C/o Messrs Chr. Salvesen & Co.,

Leith.

Lloyd's Register
Foundation
WCHS-0320

Referred to the Chief Ship Surveyor.

hms

16 SEP 1930

This is submitted the writer be informed that
in the absence of particulars of displacement
the F. W. allowance in this vessel was
determined on the usual basis of $\frac{1}{4}$ per foot
of draught. If he will forward the
ship's displacement (not deadweight) scale the
matter will be gone into.

W.D.
16.9.30



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