

s.s. "CYPRIAN PRINCE".

It is submitted the timber deck cargo freeboards given on the accompanying form, being those required by the Tables, merit approval, subject to:-

1. The double bottom tanks within the midship half length of the ship having adequate longitudinal subdivision. This degree of subdivision could be achieved by fitting bolted plate washers or wood plugs in the holes in the centre girder leaving only those holes in way of the strums clear for the purpose of permitting the access of water to the strums.

2. The steering rods, chains etc. being effectively protected from damage by deck cargo and efficient provision being made for steering in the event of a breakdown in the main steering arrangements.

3. Eyeplates for lashings being riveted to the sheerstrake at intervals of not more than 10 feet. the distance from an end bulkhead of a superstructure to the first eyeplate being not more than 6'-6".

4. Strong angles or metal sockets for securing the uprights being secured to the stringer plate at intervals of not more than 10 feet, or equivalent means being provided for securing the uprights.

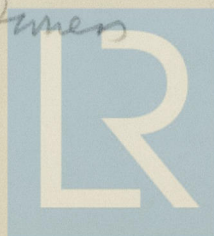
5. The hinged steel doors in the bridge front bulkhead being made capable of being packed watertight and having additional clips fitted as indicated on the plan sent to the Surveyors on the 11th instant.

87.B.

CONVENTION TIMBER.

12.5.32.

Asst Ld to Lich & Damer
12/5/32



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Lloyd's Register
Foundation

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