

s.s. "LONDONIER".

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

(1) One additional tarpaulin being provided for each of the four bunker hatches on the bridge deck and No. 3 hatchway on the freeboard deck in the bridge space.

(2) The ventilator coamings $43\frac{1}{2}$ inches in height, being specially supported, if this is not already the case.

(3) The air pipes in the forward well 17 inches in height being increased to 36 inches in height to the opening and a snifting hole being drilled in the top of the bend of the air pipes in the after well $28\frac{1}{2}$ inches in height.

(4) Satisfactory means of closing being provided for all air pipes.

(5) Gangways, lifelines or other satisfactory means for the protection of the crew being provided in the wells.

~~(6) The doors in the bridge front bulkhead being made capable of being manipulated from both sides.~~

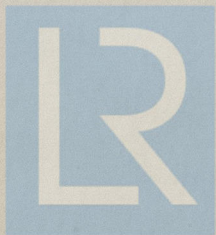
It is further submitted a copy of the report and assignment letter be sent to Mr. Herbert for confirmation of the assignment by the Belgian Authorities.

The Antwerp Surveyors should be requested to state if the No. 3 special survey will be completed at this time.

It is concluded that the doors in the bridge front bulkhead are watertight & not merely weathertight.

BELGIAN CONVENTION.

GB SFB.
26.5.32.



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Lloyd's Register
Foundation

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