

It is submitted the Freeboards given on the accompanying form, being those required by the Tables, merit approval.

SUBJECT TO:-

(1) The two coaling hatches on the freeboard deck inside the bridge being provided with coamings, covers, a tarpaulin and efficient battening arrangements reasonably in accordance with the requirements of the Convention.

(2) Efficient means of closing being provided for all air pipes.

(3) Suitable provision being made for rigging lifelines which should be available for use in any part of the ship which might have to be used by the crew in the regular working of the ship.

For the carriage of Timber Deck Cargoes:-

(4) The double bottom tanks where fitted within the midship half length having adequate longitudinal subdivision.

(5) 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".

(6) Strong angle ^{or} ~~and~~ metal sockets or other equally efficient means for securing the uprights being fitted to the stringer plate at intervals of not more than 10 feet.

(7) Efficient provision being made for steering in the event of a breakdown in the ~~auxiliary~~ ^{main} steering arrangements

The Owners should be requested to state when and where the bunkers in the bridge tween decks, at present inaccessible owing to coal, may be examined.

It is further submitted that the Owners be informed that when the freeboards were assigned in 1923, the closing appliances in the bridge front bulkhead were such as to

s.s. "MINNA"

entitle the vessel to the minimum freeboard, but as it now appears that these openings are closed by plates secured by hook bolts spaced 6 inches apart, these freeboards are no longer valid. As the freeboards computed under the ~~1906 Convention~~ Regulations for these appliances are more favourable than those computed under the ^{1906 regulations.} ~~Convention~~ for the same conditions, the freeboards have been assigned accordingly.

The surveyors should also be informed that it is concluded that the hook bolts referred to do not pass through the ^{bulkhead} ~~bulkhead~~ plating. J. M. M.
Estonian ordinary &
Timber Deck Cargo Freeboards.

8th November, 1932

to his
Owners & Iln.
8/14/32



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Lloyd's Register
Foundation

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maintaining an allowance for deck erections under Para. 11 where the sheer drops abaft amidships the height of the R.Q.D. is to be taken from the level of the top of the amidships beam.

+ State dimensions of freeing port area on back of this form.
The Surveyor should state whether the following...