

s.s. "OTTERBURN".

IT IS SUBMITTED the West Hartlepool Surveyors be requested to inform the Owners that it would appear that in order that this vessel may comply with the requirements of the International Load Line Convention, the following will require to be done:-

1. The freeing port area on each side of the Raised Quarter Deck should be increased to 36 square feet.
2. The teak doors giving direct access to the engine room should be replaced by efficient steel doors capable of being manipulated from both sides.

They should be informed that the Summer freeboard as computed under the Convention is about 3/4 inch less than the existing Summer freeboard, but the winter freeboard is about 1 inch greater than the existing winter freeboard. The Owners should be requested to state whether they desire to retain the existing freeboards, but in either case the above conditions of assignment should be complied with.

It is noted the Owners desire a freeboard assignment for timber deck cargoes, and they should be informed that in order to comply with the requirements for carrying timber deck cargoes the following will require to be done:-

1. A strong steel hood extending from side to side of the vessel should be fitted at the after end of the Raised Quarter Deck.
2. The double bottom tanks within the midship half length should have adequate longitudinal sub-division. In the case of <sup>the</sup> No.5 tank this 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 access of the water to the suction.
3. The steering chains and rods should be efficiently protected from damage by deck cargoes.

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Strong angles or metal sockets efficiently secured to the stringer plate or equally efficient means should be provided for securing the uprights spaced at intervals of not more than 10 feet.  
 5. Eyeplates for lashings should be 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".

They should be further informed that subject to the above requirements being complied with, the summer freeboard when carrying timber deck cargoes could be reduced by about 3½ inches.

S.B. S.P.S.

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† In vessels obtaining an allowance for deck erections under Para. 11 where the sheer drops abaft amidships the height of the R.O.D. is to be taken from the highest point of the deck.