

s.s. "BOGÖ"

It is submitted a copy of the freeboard computation and report be sent to the Copenhagen Surveyors for transmission to the Danish Authorities, with a view to the assignment of freeboards.

A copy of the computation for timber deck cargo freeboards should also be sent, together with a copy of the supplementary report showing the timber deck cargo arrangements.

They should inform the Ministry that as the freeboards as computed under the Convention are not so favourable as the existing freeboards, it is concluded the latter will be reassigned. When the freeboards were originally assigned, however, the openings in the poop bulkhead were closed by storm boards in riveted channels extending to the full height of the openings, but the latter are now reported to be closed by plates secured by dogs, and therefore the existing freeboards are invalid. The original closing appliances should, therefore, be restored for reassignment.

They should also inform the Danish Authorities that the strength of the vessel is considered to be suitable for the deeper loading permitted by the timber deck cargo regulations, and call their attention to the following:-

1. The centre girder is not watertight throughout the double bottom tanks situated within the midship half length of the steamer, but adequate longitudinal subdivision could be provided (if considered necessary), by closing the holes in the centre girder by bolted plate washers or wood plugs, leaving only sufficient holes clear in way of the suction for drainage purposes.
2. An additional socket for securing the uprights should be fitted on each side of the ship at the after end of the after well so that the spacing does not exceed 10 feet.

When freeboard certificates have been issued by the Danish Authorities, the Surveyors should forward a verification of marking form in order that the records in the Register Book may be amended, and also full particulars of the alterations, if any, which have been made in order to comply with the Convention requirements.

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