

S.S. "THURSTON".

IT IS SUBMITTED the Owners be informed that from information received from the West Hartlepool Surveyors the following will require to be done in order to comply with the requirements of the International Loadline Convention :-

When carrying ordinary cargoes:-

ways, lifelines or other satisfactory means to be provided in wells for the protection of the crew.

When carrying timber deck cargoes

steering arrangements are to be effectively protected from damage cargo, and as far as practicable are to be accessible.

efficient provision is to be made for steering in the event of a breakdown in the main steering arrangements.

strong angles or metal sockets efficiently secured to the stringer plate, or equally efficient means are to be provided for securing the uprights.

shear plates for lashings are to be riveted to the sheerstrake at intervals of not more than 10 ft.

Double bottom tanks within the midship half length of the ship are to have adequate longitudinal subdivision. This could be achieved by fitting plate washers or wood plugs in the hold in the centre of the tank, leaving only those holes in way of the strums clear for the purpose of permitting access of the water to the suction.

The Summer freeboard for the ship when carrying ordinary cargoes computed under the Convention regulations is the same as at present assigned, but the Winter is increased $1\frac{1}{2}$ ". As the ship is considered an "existing ship" the freeboards as assigned under the 1906 regulations can be retained if the Owners so desire, but the requirements of the Convention must be carried out.

The freeboards for the ship when carrying timber deck cargoes are given on the attached memorandum, subject to all the requirements of the Convention being carried out.

The West Hartlepool Surveyors
to be advised.

Cargo & Timber loads

*Wm. Owners
W. H. H. 24/3/32*

28.3.32.

Foundation

W435-0110