

s.s. "CHRISTIANSBORG".

It is submitted a copy of the freeboard report and computation be sent to the Copenhagen Surveyors for issue to the Danish Government 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 print of the plan shewing the permanent provision made for securing the timber deck cargo.

They should inform the Danish Ministry that the strength of the vessel is considered to be suitable for the deeper draught permitted. It is concluded, however, that when carrying timber deck cargoes all necessary precautions will be taken to see that the deck of the vessel will be efficiently supported in relation to the load to be carried.

They should also call the attention of the Danish Authorities to the following:-

- (1) 4 ventilator coamings on the forecastle deck 5" in diameter should be increased in height to 36".
- (2) 17 ventilator coamings 16" in diameter on the bridge deck, which are 96" in height, should be efficiently supported.
- (3) Four air pipes on the poop deck, which are 10" in height, should be renewed and made 18" in height to the <sup>openings</sup> ~~coamings~~.
- (4) The hinged steel doors closing the openings in the bridge front should be capable of being operated from both sides, and the freeboards given <sup>have</sup> ~~has~~ been computed <sup>on the assumption</sup> that this has been done.

The Surveyors should also advise the Owners as above.

When freeboard certificates have been issued by the Danish Authorities, the Surveyors should forward a verification of marking form cl2(b) in order that the records in the Register Book may be amended, and should forward full particulars of the alterations, if any, which have been made in order to comply with the Convention requirements.

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21.1.32.