

D REPORT on the S.S. "CATO",

It is submitted the Freeboards given on the accompanying form, being those required by the Tables, merit approval, the same to be marked on the vessel's sides, inserted in the certificate of classification, and recorded in the Register Book, **subject to**

1. the coaling hatchway on the freeboard deck being provided with two efficient tarpaulins and battening arrangements, and the cargo and trimming hatchways on the freeboard deck being provided with one additional tarpaulin. If the shelter deck hatch tarpaulins are interchangeable one of these could be transferred to each of the corresponding freeboard deck hatchways in part fulfilment of this requirement.
2. the air pipes being provided with efficient means of closing.
3. the doors in the exposed machinery casing on the superstructure deck being made capable of being operated from both sides except where this is already the case, and the opening in the machinery casing on the freeboard deck being fitted with a strongly constructed efficient door capable of being securely closed.
4. the overboard scuppers from the shelter tween decks and the freeing ports in the tonnage well being permanently closed by riveted plates and the existing scuppers on each side of the tonnage well being replaced by screw down, non-return valves, not less than 5" in diameter, capable of being operated from the shelter deck.

The Owners should be informed that in view of the freeboard now permitted by the Convention Regulations, the question of scuppers, freeing ports, etc. in this type of ship has been discussed with the Board of Trade, more particularly in view of the effect which the closing of such openings would have on the tonnage of the vessel.

P. T. O.

~~10.6.58~~

*Asst. Dir.
Bureau x B
10/6/32*



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Lloyd's Register
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