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Lloyd's Register of Shipping,

71, Fenchurch Street, E.C. 3.

ENCLOSURE.

15th April, 1932.

Dear Sirs,

With reference to the case of the steamer "SEA VENTURE", I have to inform you that Convention ordinary and timber deck cargo freeboards given on the enclosed memorandum could be assigned subject to:-

1. Efficient means of closing being supplied for all ventilators.
2. Efficient means of closing being supplied for all airpipes where this is not already the case.
3. Gangways, lifelines or other efficient means being provided in the wells for the protection of the crew.
4. The shifting boards in the after end bulkheads of the bridge and forecastle being fitted for the full height of the openings, if this is not already the case.
5. The bolts securing the plates which close the openings in the bridge front being made to pass through both the plate and the bulkhead if this is not already the case.

For timber deck-cargo freeboards:-

6. The double bottom tanks within the midship half length of the ship having adequate longitudinal subdivision. (This degree of subdivision could be achieved by fitting bolted plate washers or wood plugs in the holes

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s.s. "SEA VENTURE"

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in the centre girder leaving only those holes in way of the strums clear for the purpose of permitting access of water to the strums).

7. The steering chains and rods being efficiently protected from damage; and efficient provision being made for steering in the event of a breakdown in the main steering arrangements.

8. Strong angles or metal sockets efficiently secured to the stringer plate being provided for securing the uprights not more than 10'-0" apart.

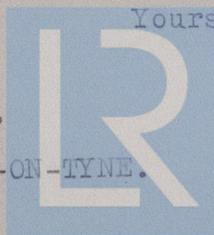
9. Eyeplates for lashings being riveted to the sheerstrake at intervals of not more than 10'-0", the distance from the end bulkhead of a superstructure to the first eyeplate being not more than 6'-6".

I have also to inform you that the freeboards for ordinary cargoes as computed under the Convention are $\frac{1}{4}$ " less for Summer and $1\frac{1}{4}$ " greater for Winter than the freeboards at present marked on the ship's sides, but as this is an existing ship, you are entitled to retain the existing freeboards. I have therefore to request that you will state which freeboards you desire to be assigned.

I am, Dear Sirs,

Yours faithfully,

Messrs. Wilson & Buletson,
Exchange Buildings,
Quayside,
NEWCASTLE-ON-TYNE.



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