

"SHEAF CREST"

It is submitted the ordinary and timber deck freeboards given on the accompanying form, being those required by the Tables, merit approval, subject to:-

Two air pipes 6" high on the freeboard deck being raised to 36" in height to the openings, and snifting holes drilled in the top of the bend of the air pipe 9" in height on the forecastle deck and four air pipes 21" in height on the main deck.

Life lines (3" steel wire or 6" Manilla) being run along the freeboard deck for the protection of the crew, and approved to the Surveyors' satisfaction.

For the carriage of timber deck cargoes:-

The double bottom tanks within the midship half should have adequate longitudinal subdivision. (This degree of subdivision could be achieved by filling the holes in the double bottom girders with bolted plate washers or wood plugs, leaving only those holes in way of the suction for drainage purposes.)

The steering rods, etc., being suitably protected against damage by deck cargo.

Eye plates for lashings being riveted to the stringer at intervals of not more than ten feet, the distance from the bulkhead of the superstructures to the nearest eye-plate not more than six feet six inches.

Strong angle or metal sockets for securing the lashings being efficiently secured to the stringer plate, or if not approved by the Surveyors, to the steel platform over the steering rods at intervals not exceeding ten feet. These may be electrically welded to the Surveyors' satisfaction.

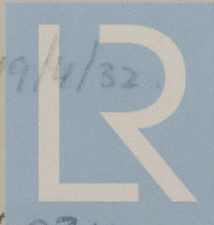
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ordinary and timber deck cargo freeboards.

to Hpl. & Owners 19/4/32.



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Lloyd's Register
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