

s.s. "AUSTRALIA".

It is submitted the Falmouth Surveyors be advised that before the freeboards can be computed it will be necessary for them to state the distance between the bridge front bulkhead and the foremost bulkhead in the bridge tween decks which is either intact or has its openings closed by class I closing appliances.

Stormboards in riveted channels do not come under the Category of Class I (For definition of the latter they should be referred to Statutory Rules & Orders, Page 24, section 50). They should be requested to telegraph this information at the earliest possible moment and the freeboard assignment and certificates will be sent to them.

Meanwhile to comply with the requirements of the convention:-

1. Efficient means of closing should be provided for all ~~the~~ the openings of/air pipes and for/ventilator coamings to the accommodation in the poop space.
2. Suitable provision should be made for rigging lifelines which should be available for use in any part of the ship which might have to be used by the crew in the regular working of the ship.
3. Stormboards in riveted channels for the full height of the openings should be provided for closing the openings in the forecastle bulkhead.
4. Covers, tarpaulins and efficient battening arrangements should be provided for the bunker hatchway on the bridge deck if this is not already the case.
5. The sanitary discharges from any intact space in the long poop should be provided with storm valves if this is not already the case.



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