

S.S. "TOTNES"

20.4.32.

It is submitted the ordinary and Timber Deck Cargo boards given on the accompanying form, being those required by the Tables, merit approval, subject to

- (1) Efficient means of closing being provided for all ventilators, where this is not already the case.
- (2) The air pipe on the poop deck at present  $2\frac{1}{2}$ " high being increased to 18" high to the opening.
- (3) Efficient means of closing being provided for all air pipes.
- (4) A gangway, lifelines or other efficient means for the protection of the crew being provided in the well.

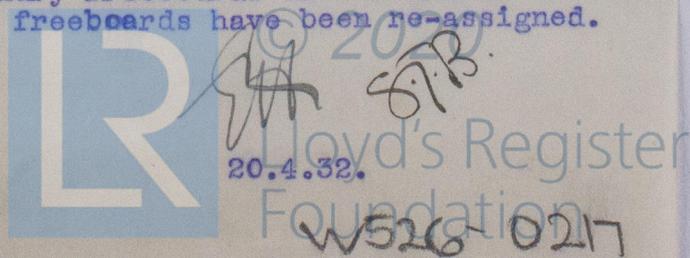
FOR TIMBER DECK CARGO FREEBOARDS.

- (5) The double bottom tank having adequate longitudinal subdivision, if this is not already the case (This degree of subdivision could be achieved by filling the holes in the centre girder with bolted plate washers or wood plugs leaving only those holes clear in way of the suction for drainage purposes.
- (6) The steering arrangements being effectively protected from damage by <sup>Deck</sup> cargo, and efficient provision <sup>for steering</sup> being made in the event of a breakdown in the main steering arrangements.
- (7) Strong angles or metal sockets efficiently secured to the stringer plate or equally efficient means being provided for securing the uprights - not more than 10'-0" apart.
- (8) Eyeplates for lashings being riveted to the sheerstrake at intervals of not more than 10'-0", the distance from an end bulkhead of a superstructure to the first eyeplate being not more than 6'-6".

As the Convention ordinary freeboards are in excess of the existing freeboards, the existing freeboards have been re-assigned.

Convention ordinary and Timber Deck Cargo freeboards.

*Assign to New Owners 20/4/32*



APR 1932