

## FREEBOARD REPORT on the S.S. "STEFANOS COSTOMENIS"

It is submitted the Freeboards given on the accompanying form, being those required by the Tables, merit approval, subject to

1. efficient means of closing being provided for the openings of all air pipes;
2. suitable provision being 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. All defective wood hatch covers being renewed or repaired to the Surveyors' satisfaction;
4. Repairs being effected - to the Surveyors' satisfaction - to the hatch web of the cargo hatchway on the bridge deck, to the bunker hatchway coamings on the foreboard deck in the bridge space, to the hatch cleats where defective, to the fidley top plating, to the engine and boiler casing in the bridge space, to the foreboard deck plating in the bridge between deck bunkers, to the forecastle side lights, and to the fastenings of the doors in the after bulkhead of the bridge, forecastle bulkhead, exposed machinery casing on the bridge deck, & machinery casings in the bridge tween decks.
5. the means for securing the freeing port shutters in the closed position being removed;
6. the hinged steel doors in the machinery casing in the bridge space, giving access to the coal shoot & bunkers, being made capable of being securely closed;
7. the openings in the poop front being closed by appliances at least equal to Class A as required in view of the By the Board of Trade 1906 regulations, in view of the reassignment of the existing foreboards. (Storm boards in riveted channels extending to the full height of the openings would satisfy this requirement, while permitting of the exemption of the poop space from tonnage measurement).

The existing foreboards, being more favourable than those computed under the Convention have been reassigned.

The Surveyors should be requested to state whether the portable plate closing the stbd. opening in the after bulkhead of the bridge is secured by screw bolts, or by bolts passing through both the plate & the bulkhead. They should also state whether it is the owner's intention to retain this means of closing or the hinged wood doors closing the opening on the port side of this bulkhead, or to restore the original storm boards, which permit tonnage exemption of the bridge.

Greek  
Convention