

s.s. "STEFANOS COSTOMENIS"

The Freeboards assigned are 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 Surveyor's satisfaction.
4. Repairs being effected- to the Surveyor's satisfaction to the hatch web of the cargo hatchway on the bridge deck, to the bunker hatchway coamings on the freeboard 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 freeboard deck plating in the bridge 'tween deck bunkers, to the forecastle sidelights, and to the fastenings of the doors in the after bulkhead of the bridge, forecastle bulkhead, exposed machinery casing on the bridge deck, and 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 and 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 by the Board of Trade 1906 Regulations, in view of the re-assignment of the existing freeboards. (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 freeboards being more favourable than those computed under the Convention, have been re-assigned.