CABLEGRAMS: REGISTER, CURACAO.

TELEPHONE: 384

LLOYD'S REGISTER OF SHIPPING,

HANDELSKADE 1,

WILLEMSTAD. CURACAO. D. W. I.

MAIL ADDRESS: P. O. BOX 169.

November 6th, 1933.

Ref:M.

The Secretary,
London.

"San Casto"

Dear Sir:

The recommendations on the sheet attached to the Freeboard Assignment Certificate dealt with as follows:

1. The small hatchways to the fore peak flat and refrigerator store are each provided with two tarpaulins and efficient battening arrangements.
2. Efficient means are provided for the closing of all ventilators and air pipes.
3. Storm valves were not available at this time for the discharges from the wash hand basins and wash rooms situated in the after end of the forecastle, Port and Starboard, and it is stated by the Owners Representative that these will be available and fitted at the next drydocking (May 1934).

This vessel is engaged in the trade between Lake Maracaibo and Curacao or Aruba and as the maximum loaded draught in order to cross the bar at Maracaibo is 12 ft. 3 inches, the above discharges will be above the water level but they will be submerged approximately 1 foot when the vessel is loaded to the new load line draught 13 ft. 7¼ inches.

The discharge pipes, situated in the fore hold P.& S, examined at this time and found in order.

4. There are no openings in the poop bulkhead and the openings in the forecastle bulkhead from the upper deck P & S are now fitted with water tight steel hinged doors.

5. The tonnage opening aft having a length of 57 feet, referred to on pages 1 and 3 of report C11, is the passage way between the engineers accomodation and the engine & boiler casing on the port side and the officers and crew accomodation and the engine and boiler casing on the Starboard side. The two hinged W.T. steel doors referred to are the closing appliances on the forward end of these passage ways.

I am, Dear Sir,

Yours faithfully,

E. S. Whitham

SURVEYOR

ESW:MH.

Referred to the Chief Ship Surveyor.
(Freeboard).

- 2 DEC 1933.