

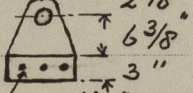
Lloyd's Register of Shipping. No. 15349<sup>A</sup>Ship's Name *S. S. Lord Cockrane* Official No. *163432*Memorandum of alterations reported since ship was surveyed for assignment of Load Lines in the 4<sup>th</sup> January 1934

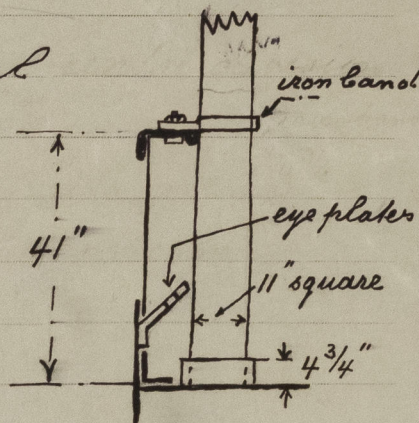
A timber freeboard has been desired by the Owners and in connection therewith the following requirements have now been carried out.

Double bottom tank No 2 and 5. Longitudinal centre division made watertight.

In forward and after well, strong sockets for uprights fitted, made of  $\frac{5}{8}$ " plate

E. W. to deck stringer plate and spaced not more than 10'-0" apart. Also iron bands  $3" \times \frac{1}{2}"$  fitted, fastened to bulwark profile by two  $\frac{7}{8}$ " bolts

Eye plates for lashings  fitted, made of  $\frac{3}{4}$ " plate and riveted to the sheer strake,  $3 - \frac{7}{8}$ " rivets spaced not more than 10'-0" apart, the distance from an end bulkhead of a superstructure to the first eye plate is not more than 6'-6"



The existing bulwark was found stiffened on the upper edge by  $\sigma$  profile and supported by strong  $\sigma$  stanchions in way of deck beams

Poop Bridge and Fore castle deck fitted with open rail. All openings to spaces below freeboard deck are securely closed and battened down as required.

Access to the quarters of Crew to machinery space and to all other parts used in the necessary work of the ship are available at all time

Steering arrangement efficiently protected from damage by cargo

*Alternative method of steering in the event of breakdown in main steering arrangement.*

The remainder requirements viz: steelwire lashings, short length of long link chain, stretching screws with step hooks etc. will be supplied on board when the vessel loaded deck timber

*H. P. Jonker*  
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