

AMENDED ASSIGNMENT

BOARD REPORT on the

S.S. "MINNA"

It is submitted the Freeboards given on the accompanying form, being those required by the Tables, merit approval, ~~the same to be marked on the vessel's sides, inserted in the certificate of classification, and recorded in the Register Book.~~

SUBJECT TO:-

(1) Efficient means of closing being provided for 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) The plates closing the openings in the bridge front bulkhead being secured by nuts and screw bolts passing through the bulkhead and plate, and spaced not more than 6" apart.

For the carriage of Timber Deck Cargoes:-

(4) The doublebottom tanks where fitted within the midship half length having adequate longitudinal subdivision.

(5) Eyeplates for lashings being riveted to the sheerstrake at intervals of not more than 10 feet, the distance from an end bulkhead of a superstructure to the first eyeplate being not more than 6'-6".

(6) Strong angle or metal sockets or other equally efficient means for securing the uprights being fitted to the stringer plate at intervals of not more than 10 feet.

(7) Efficient provision being made for steering in the event of a breakdown in the main steering arrangements

*ordinary*  
The <sup>1</sup> freeboards computed under the Convention Regulations on the assumption that the openings in the bridge front are closed as stated in par(3) are less favourable than those computed under the 1906 regulations, and the latter have therefore been reassigned.

J. M. M. 5-Dec-32

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