

S.S. "SEBASTAPOL", No.34483 in the Register Book.

This vessel was built in Canada in 1918, and is classed 100A1 "Coasting - Newfoundland & Labrador".

In view of a report having been received from the St. John's, N.F.L., Surveyor stating that the Owners have cut three new hatchways in the deck, one 4 ft.x6 ft. and two 3 feet square, and that ^{the} hatch coamings have been cut down and are now only 9 inches in height above the deck, the Surveyor was requested to state, from his local knowledge, the particular reason for the Owners' reducing the height of the coamings to 9 inches, and further if, to his knowledge the arrangements proposed were such as would not endanger the safety of the vessel, having in mind the service in which she is engaged and her limited class.

A letter has now been received from the Surveyor in which he states :-

"The reason for the Owners reducing the height of the coamings and fitting additional hatchways was that "unloading might be carried out as quickly as possible, "it being the Owners' intention to run cargoes of liquor "into United States ports during the night, unload, and "be out again before daylight.

"The vessel is not now "coasting", but engaged in "deep sea work, and in my opinion the hatch coamings "should be as required by the Rules, 24 inches in height."

It is submitted that, even if the vessel were retained in her present service, viz: coasting, Newfoundland and Labrador, the 9 inch coamings would not be of sufficient height for such service, and that 24 inch coamings should be fitted, and the hatch webs, covers, etc., be made in every respect equivalent to the requirements of the Rules.

The question of the service being extended to the United States ports is another matter, and, as pointed out by the Surveyor, the service would then become no longer "coasting", and it is submitted, before anything be done with regard to this, a letter should be received from the Owners expressing their desire for such an extension of the class and stating to which ports the vessel now proposed to

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