

s.s. "HOMESIDE".  
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It is submitted the Owners be informed that from information received from the Newcastle Surveyors, the following will require to be done in order to comply with the requirements of the International Loadline Convention.

(a). When carrying ordinary cargoes:

1. The air pipes on forecastle, bridge and poop decks to have a snifting hole drilled in the upper part of the bend. The airpipes on the upper deck to be increased in height to 36" from the deck to the openings, and the airpipe from fore peak tank to be fitted with a non-return valve at the ship's side. Efficient means <sup>of</sup> closing to be provided for the openings of all air pipes.

2. Gangways, lifelines, or other satisfactory means for the protection of the crew, to be provided in the wells.

(b). When carrying timber deck cargoes:

1. The double bottom tanks Nos. 2 and 5 should have adequate longitudinal subdivision. This could be achieved by fitting plate washers or wood plugs in the holes in the centre girder, leaving clear only those holes in way of the struts for the purpose of permitting access of the water to the suction.

2. Strong angle or metal sockets or equally efficient means for securing the uprights, to be efficiently secured to the stringer plate and spaced not more than 10 feet apart.

3. Eyeplates for the lashings are to be riveted to the sheerstrake at intervals of not more than 10 feet.

4. Steering arrangements are to be effectively protected from damage by cargo.

The Summer freeboard for ordinary cargoes as computed by the Convention regulation is one inch greater than the Summer freeboard at present assigned, but as this vessel is an existing ship, the present freeboards can be retained, while securing the advantage of the reduction in

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freeboards when carrying timber deck cargoes, but the requirements of the Convention regulations must be carried out when the Convention is ratified.

The difference between the Summer freeboard when carrying timber deck cargoes and that at present assigned is about  $12\frac{3}{4}$  inches.

The Newcastle Surveyors should be advised accordingly.

12 MAR 1932

LONDON

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