

Ship's Name: **AKENSIDE** Port of Registry and Nationality: *W. H. S. S.* Official Number: *140680* Gross Tonnage: *1217* Date of Build: *1912*

W467-0226

s.s. "AKENSIDE"

It is submitted the ordinary and timber deck cargo freeboards given on the accompanying form, being those required by the Tables, merit approval, subject to :-

- (1) Efficient closing appliances being provided for all air pipes, where this is not already the case.
- (2) Gangways, lifelines or other satisfactory means for the protection of the crew being provided in the forward well.
- (3) The area of the freeing ports in the bulwarks of the Raised Quarter Deck being increased to  $24\frac{1}{2}$  square feet on each side of the ship.

For the carriage of timber deck cargoes:-

- (4) The double bottom tanks within the midship half length of the ship having adequate longitudinal subdivision where such is not already the case. ( This could be done by fitting bolted plate washers or wood plugs in the holes of the centre girder, leaving only those holes in way of the strums clear for the purpose of permitting access of water to the strums.
- (5) The steering rods, chains, etc., being efficiently protected from damage by deck cargo if this is not already the case.
- (6) Eyeplates for lashings being riveted to the sheerstrake spaced not more than 10 feet apart, the distance from an end bulkhead of a superstructure to the first eyeplate being not more than 6'-6".
- (7) Strong angle or metal sockets for the uprights being secured to the stringer plate at intervals of not more than 10 feet.
- (8) The hood over the steering gear aft of the Raised Quarter Deck being extended to the sides of the vessel.

The Convention ordinary freeboards being in excess of those assigned under the 1906 regulations, the latter have been reassigned.

Convention ordinary and Timber Deck Cargo freeboards.

Assignment letters to Owners & Newport Surveyors.



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