

FOR INFORMATION BILBAO

Lloyd's Register of Shipping,

71, Fenchurch Street, London, E.C.3.

26th October, 1932.

Dear Sirs,

With reference to your request that a Freeboard might be assigned by the Committee of this Society to the

M.S. "CABO SANTO TOME"

I am directed to acquaint you that they have assigned to a Freeboard as set forth below, under the provisions of the International Load Line Convention, 1930 and on behalf of the Government of Spain, and to request that you will arrange for the freeboards to be marked on the ship's hull, as shown by diagram on the other side, and kindly advise the Society's local Surveyors when this is done, in order that the marking may be verified and the fact reported to this Office, with a view to a certificate of freeboard being issued and record thereof made in the Society's Register Book.

I am, Dear Sirs,

Yours faithfully,

(Sgd.) A. J. Barwick

Secretary.

... & Co.,
... 5,
... No. 15),
... EE, Spain.

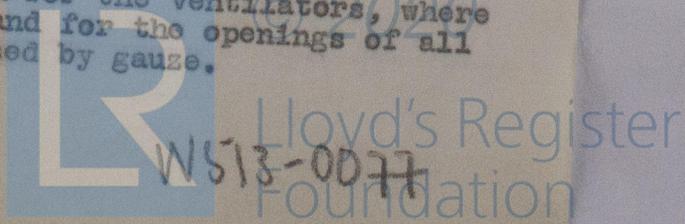
1 1/2" composition on		From centre of disc.		
amidships from top of deck line / wood / steel deck.				
Water	3288	m/m	336	m/m above
	3449	m/m	175	m/m above
	3463	m/m	161	m/m above
	3624	m/m	161	m/m below
	3785	m/m	---	m/m below
Atlantic	-----	m/m	---	m/m below

TIMBER DECK CARGOES.

amidships from top of deck line, wood/steel deck.		From centre of disc.		
Water Timber	m/m	.....	m/m above
ber	m/m	.....	m/m above
	m/m	.....	m/m above
	m/m	.....	m/m above
	m/m	.....	m/m above
Atlantic Timber.	m/m	.....	m/m above
	m/m	.....	m/m below

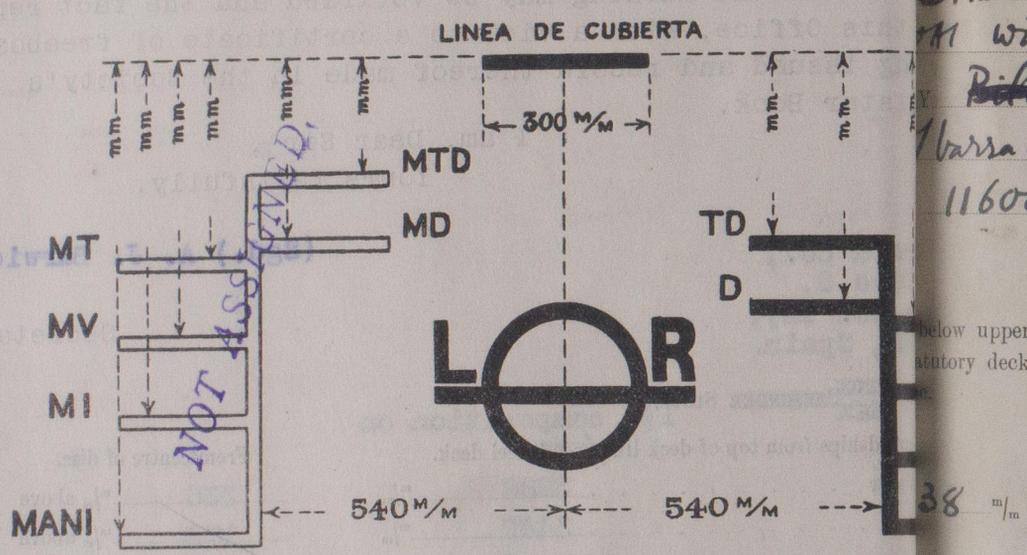
NOT ASSIGNED.

... hatchways having cleats and tarpaulins reasonably in accordance with Convention requirements. Means of closing being provided for the ventilators, where this is not already the case, and for the openings of all air pipes other than those closed by gauze.



INTERNATIONAL CONVENTION OF
LOAD LINES, 1930.

MARKING FOR SPANISH STEAMERS



The Centre of Disc to be placed on both sides of vessel amidships, i.e., at the middle of the length of the Summ lines and letters are to be painted in white or yellow on a dark ground or in black on a light ground. They are centre-punched on the sides of iron and steel ships, and on wood ships they are to be cut into the planking for. The marks are to be plainly visible, and, if necessary, special arrangements are to be made for this purpose. Sh not required to be marked with the Winter North Atlantic line.



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Lloyd's Register
Foundation

marked vessels th
post. In vessels hav
one-eighth of the vess
2m,3,28. T.