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Lloyd's Register of Shipping,

71, Fenchurch Street, E.C. 3.

Enclosures

20th January, 1933

Dear Sir,

With reference to Bilbao freeboard report C.11 in respect of the s.s. "GASTELU", I have now to return the same herewith, together with the computations which have been made in this case, and shall be glad if you will arrange for Mr. Beraza to translate all the information thereon into the Spanish language and insert it on a Spanish Form C.11. The latter should then be transmitted to the Spanish Authorities, who should be informed that it is considered the following should be done to comply with the requirements of the Convention:-

1. Suitable provision should be 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.

For the carriage of Timber Deck Cargoes:-

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

3. Eyeplates for securing the lashings should be riveted to the sheerstrake at intervals of not more than 10 feet, the distance from an end bulkhead to the nearest eyeplate being not more than 6 feet 6 inches.

At the same time I shall be glad if you will

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W528-0224

s.s. "GASTELU"

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request the Spanish Authorities to advise you and this Office regarding the freeboards approved and the conditions of assignment, in order that the freeboards may be marked and the certificates issued.

The original freeboard report should be returned to this Office as soon as possible.

I am, Dear Sir,

Yours faithfully,

pro Secretary.

L. Crawford, Esq.,

BILBAO.

S. I have to add that the Authorities should also be informed that it is concluded, as the existing freeboards are more favourable than those computed under the Convention, that the existing freeboards will be reassigned.



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