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Lloyd's Register of Shipping,

71, Fenchurch Street, E.C. 3.

9th February, 1932.

Dear Sirs,

I am in receipt of your letter of the 8th instant, forwarding report C11 in respect of the steamer "GLITRA", and with regard thereto I have to inform you that, in order that this vessel may comply with the Convention requirements the following will require attention:-

(1) The porthole openings to have strong steel covers permanently attached (if this is not already the case).

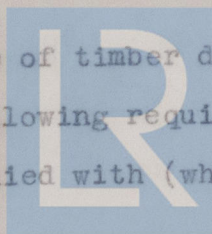
(2) All air pipes should be provided with efficient means of closing.

(3) Gangways, lifelines or other satisfactory means are to be provided for the protection of the crew in the forward well.

(4) The freeing ports to be protected by rails or bars, spaced about 9 inches apart (if these are not already fitted).

(5) The hinged steel doors in the bridge front should be made capable of being manipulated from both sides of the bulkhead.

For the carriage of timber deck cargoes I have to remind you that the following requirements of the Convention should be complied with (where this is not already



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the case) :-

(1) Steering arrangements are to be effectively protected from damage by cargo, and as far as practicable, are to be accessible. Efficient provision is to be made for steering in the event of a breakdown in the main steering arrangements (Rule LXXXVII).

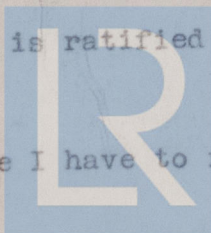
(2) Strong angles or metal sockets efficiently secured to the stringer plate or equally efficient means are to be provided for securing the uprights. Spacing not to exceed 10 feet. (Rule LXXXVIII).

(3) Eyeplates for lashings are to be riveted to the sheerstrake at intervals of not more than 10 feet, the distance from the end bulkhead of a superstructure to the first eyeplate being not more than 6'6".

(4) The double bottom tanks within the midship half length of the ship should have adequate longitudinal subdivision. This degree of subdivision could be achieved by filling the holes in the centre girder by bolted steel washers or by wood plugs, leaving only sufficient openings in way of the strums for drainage purposes.

You should report fully when the above alterations have been effected, and no fee should be charged in this case until the Convention is ratified and the freeboards assigned.

At the same time I have to request that you will



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verify the figure given for the moulded displacement at a moulded draught equal to 85% of the vessel's moulded depth, as the figure reported would appear to be small.

I am, Dear Sirs,

Yours faithfully,

Secretary.

The Surveyors,

LEITH.



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