

(10) Shifting-boards securing bagged grain in 'tween-deck compartments and deck erections to extend from deck to under-side of beams, edges to be not more than 4 in. apart and supported in the manner laid down for bulk grain.

(11) Bagged-grain cargo stowed on iron or on steel decks is to be properly dunnaged.

(12) Where cargo battens are not fitted bagged-grain cargo must be properly dunnaged from the ship's side.

(13) When grain cloths of approved quality are laid over the ceilings covering water-ballast tanks to the approval of the Surveyor the caulking of the seams of the ceilings or the coverings of the seams with battens may be dispensed with.

(14) In the case of vessels of modern construction with specially heavy ballast-tank top plating in good condition without wooden ceiling, certificates may be granted to load bulk grain, provided the bilges and watercourses in the wings are sufficiently deep and that proper precautions are taken against overflow from the bilges and leakage from manhole covers, air and sounding pipes, &c.

(15) Subregulations (11) and (12) of this regulation shall not apply to vessels loading cargoes of bulk grain when the grain in 'tween decks is bagged to comply with Regulation 11 (3) (b) only and which will ultimately be discharged in bulk; in which cases dunnage and vertical battens over 'tween-deck sparing may be dispensed with. This not to affect in any way the requirements for protecting cargoes or consignments of bagged grain.

PART V.—LIGHT GRAIN.

13. (1) Light grain may be carried in bulk in all 'tween decks and lower holds subject to the requirements laid down in Regulations 8, 9, 10, 11, and 12.

Hatch-webs and fore-and-afters to be secured in place.

(2) *Feeders.*—(a) For single-deck steamships Regulation 11 (2) will apply.

(b) For steamships having two decks grain-tight feeders in accordance with Regulation 10 are to be erected in hatches and trunked in 'tween decks to feed the lower holds and to contain not less than $2\frac{1}{2}$ per cent. and not more than 8 per cent. of the capacity of the holds they are designed to feed.

These trunk feeders must not interfere with or decrease the 2 per cent. which is required to be carried within the hatch-coamings to feed the 'tween decks.

(c) For steamships having three decks regulations as outlined for feeders in two-deck vessels shall apply; such feeders are to be erected in the upper 'tween decks to feed the lower 'tween decks and lower holds. The hatches and trimming-hatches in lower 'tween decks to be left off.

(3) Light grain may be loaded in bulk in 'tween decks over heavy grain in lower holds, provided that the above regulations are observed, and that proper separation is made.

(4) In steamships where 'tween decks and/or shelter decks are not subdivided, bulkheads are to be constructed as per Regulation 10 (4), to divide such shelter or 'tween decks into compartments of a maximum length of not exceeding 70 ft.

(5) All grain in poop, peaks, or bridge space must be in bags; regulations for shifting-boards and dunnage must be complied with.

PART VI.—SAFETY.

SECURITY OF HATCHES.

14. (1) Surveyors shall pay special attention to the security of hatchways and other weather-deck openings; they shall satisfy themselves that the hatch-covers and their supports are in good condition, and that the steamer is provided with good and sufficient tarpaulins, cleats, and wedges to enable the hatches to be properly battened down.

FREEBOARD.

(2) The freeboard of all ships laden with grain shall not be less than that assigned under the laws of the country in which they are registered.

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