

HARLAND & WOLFF LTD., BELFAST.

YARD NO. 1034

9.37.

This vessel is in most respects similar to the "ERNEBANK"

F.E.
(FBD.)

ed by Chief Ship Surveyor

Received from Chief Ship Surveyor

SEL'S NAME

ARAYBANK

Rpt.

Bel

No. 12784

The remarks of the Chief Ship Surveyor are desired on this case for the consideration of the Classing Committee.

("The endorsement to contain a succinct summary of any repairs that have been required and to show the cause or causes of such repairs, and also to bring out clearly any exceptional features in connection with the case, so that the Classing Committee may have all the salient points presented in the endorsement."—Extract from Sub-Committee's Report, 24/5/22)

D = 38.58 (See endorsement 19.2.40 with Freeboard Report)

1st Long. No. 16396

Depth "d"

2nd Long. No. 40621

Proportions = $\frac{L}{D}$ 10.99

Framing As approved

Sheerstrake

As approved plus 10%

Owners extras include 10% increase in thicknesses of sheerstrake, centre girder, solid floors, bracket floors with frames etc.

The scantlings are suitable for a draught not exceeding that of a U.S.S. vessel with Rule D as above and 6 W.T. BHs have been extended to the weather deck without any increase to the scantlings of the bulkheads in the holds.

A tonnage opening is not fitted.

This vessel appears to have been built in accordance with the

Rules and the approved plans, and it is submitted she is eligible to

be classed **100A1** "With freeboard"

"Carrying oil fuel FP above 150°F in after peak tank." "Carrying cargo oil FP above 150°F or latex in deep tanks aft & fore peak tank."

The Summer Freeboard as shown on the attached extract from the

Freeboard Verification Form, now marked on the vessel's sides, to be inserted in the classification certificate and recorded in the Register Book, and further, the remaining freeboards, as shown on the accompanying extract, to be inserted in the certificate of classification.

2 Dks. 3rd Dk in No. 1 hold.

Bell DB 360' 1224t, DTsa 30' 1199t, FPT 113t, APT 198t

BK, 8BH (Coll to W dk, 7 to 2nd dk) 6 divisional W.T. BHs in 'tween deck.

Lloyd's A & CE.

The class is assigned and maintained upon the understanding that the equipment will be made to accord with the requirements of the Rules when the present state of emergency has passed.

S.D.

Insert in S.R.L (60 fms of chain cable to be supplied when the present state of emergency has passed).

The Surveyors should be informed that a notation 5 (or 6) divisional W.T. BHs in 'tween decks will be assigned but they should indicate the positions of these 'tween deck bulkheads so that the correct number may be inserted. It is concluded hatch covers are fitted at the decks below the weather decks, but this should be confirmed.

Post irrespective
of balance of fees

RS

3/1/14



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Foundation