

Lloyd's Register of Shipping,

Imperial House,

Donegall Square East,

Belfast, 24th October 1940

The Secretary,

WOKINGHAM.



Dear Sir,

M.V. "ARAYBANK" MESSRS. HARLAND & WOLFF'S NO.1034 .

A Freeboard Verification of Marking Form (Rpt.12a) is forwarded herewith.

In response to your request on the sheet attached to the Assignment Letter, we have to inform you that the number of stays supporting the coamings of each of the main cargo hatches is as follows:

- 3 stays to the side coamings of all hatchways
- 2 stays to both end coamings of Nos. 1,2,4 & 5 hatchways and to the forward end coaming of No.3 hatchway.

The after end coaming of No.3 hatchway is protected by the saloon deckhouse. In addition the after end coaming of Nos. 2 and 4 hatchways and forward end coaming of Nos. 3 and 5 hatchways are further supported by brackets to the winch beds.

With regard to the scuppers from the refrigerated spaces, it is observed that these are not cargo spaces but ship's store rooms. It is considered that the screwed plugs now fitted would be efficient in preventing water from entering the compartment. When the spaces are cooled down, the plugs are screwed down and there is no necessity for drainage. When the compartments are thawed, they are readily accessible from the Stewards Store.

The vessel sailed to-day, so it has not been possible to effect alterations as suggested either in your Assignment letter, or in your telegram received to-day, as follows:

"ARAYBANK SUGGEST DRAINAGE OF REFRIGERATORS SPACES TO BILGES WITH LIQUID SEALED TRAP STOP SCREWPLUGS WOULD PREVENT DRAINAGE STOP"

In the circumstances, and in view of the explanation given above, it is submitted the arrangement as fitted may in this instance be accepted.

We are, Dear Sir,

Yours faithfully,

The Surveyors.

per

J. C. Cochrane



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R.S.

28 OCT 1940

Noted.
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