

Received by Chief Ship Surveyor \_\_\_\_\_

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VESSEL'S NAME "HARPAGUS". Sld. 32855.  
Rpt. No.

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, 24/5/92.)

1st Long. No. 15729

Depth "d" -

2nd Long. No. 40638

Proportions =  $\frac{L}{D}$  11.19

Framing Bulb angle framing as approved Sheerstrake As approved.

D to Shelter Dk 38.25': D to 2nd dk 28.75': D for scantlings 36.75' (i.e. to 8' above 2nd dk).

Owners extras included the following increases in thickness: .03 on shelter deck stringer and exposed deck plating abreast openings, .02 on the remaining shelter deck plating and 2nd deck plating abreast machinery casing.

Chromodor steel has been used in way of double bottom tanks under engines and boilers, deep tank, as shelter deck plating where exposed, 2nd and forecastle deck plating.

This is a complete superstructure vessel with tonnage opening.

Damage to main mast and rigging has been permanently dealt with.

This vessel appears to have been built in accordance with the Rules and approved plans, and it is submitted she is eligible to be classed ~~100A1~~ "With freeboard".

The summer freeboard as shown on the attached extract from the Freeboard verification form now marked on vessel's side 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.

1 Dk and Shelter Dk

Cell DB 365' 1497t, MT23', 977t, FPT150t, APT 245t

FK, 7BH(Coll. to Sh.dk, 6 to 2nd dk), pt.cem., Lloyd's A &amp; CP.

F 34'

O.L. 450.8'

E.S.D.

b<sup>1</sup>/<sub>2</sub> 1/16"Note:

The scantlings of the frames and shell plating are as for complete superstructure vessel draught and consequently no reduction of complete superstructure freeboard in respect of scantlings is permissible. (See endorsement 16.10.39).

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30.4.40.Lloyd's Register  
Foundation