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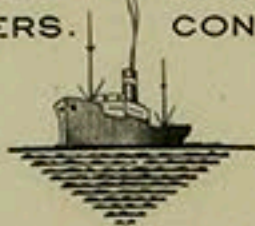
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(DAY & NIGHT)

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SHIP, ENGINE & BOILER REPAIRERS.

CONSTRUCTIONAL STEELWORKERS
& GALVANIZERS.

ALL SHIPYARD FACILITIES FOR LARGE
RECONSTRUCTION WORK, LARGEST DRY
DOCK ON N.E. COAST (700' X 90')
RIVER FRONTAGE 1300' DEEP WATERBERTHS

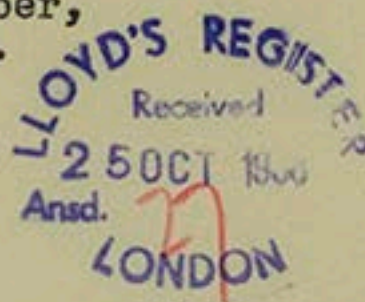


HNS/EMF.

HEBBURN-ON-TYNE

24th
October,
1938.

15/plan
Lloyd's Register of shipping,
71, Fenchurch street,
LONDON, E.C.3.



Dear sirs,

"ARANDORA STAR".

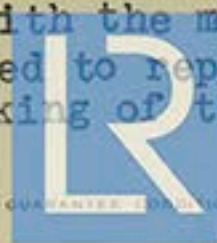
Further to the visit of our representative to your offices on Friday, 21st instant, in connection with Proposed Alterations to the above vessel, we have pleasure in submitting for your consideration and approval, prints in triplicate, as follows :-

- ✓ (1) 'D' Deck Extension. and F'cle.
- ✓ (2) 'E' Deck Extension.
- ✓ (3) Anchor Crane.
- ✓ (4) Companion.
- 5 Extension to fore ak. & side tramping.

As already explained the owners desire only the lightest possible structure in continuation of 'D' Deck for use as a silent sun deck, the high bulwark being intended as a wind break.

On our advice the curved fore end is continued through the level of the existing forecastle, and the shell and forecastle continued aft to form a complete closed structure - this appears to be necessary to afford protection to ship's personnel working in the well, since windlass, winches and warping arrangements were retained at this level at a previous conversion.

We have already conveyed your remarks regarding strengthening of this erection, or, alternatively, providing an expansion joint at the junction with the main structure to the Owners and they are quite prepared to repair any defects which may shew owing to possible working of the vessel in



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24/10/38.

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this region, on the lines obtaining in regard to the joining up of large deckhouses nearer amidships. They understand that in returning the plans of the proposed alterations you will endorse to the effect that you recommend heavier scantlings or an expansion joint - as explained to our representative in London. We should be glad to have your ruling as to the increase (if any) in equipment, necessitated on account of this structural alteration.

The extension to 'E' Deck will have scantlings similar to that of the present structure, the side screens being extended and the forward screen transferred to the new position just abaft the mast.

The spare anchor now stowed in well will be transferred to a position on the Forecastle and it will be necessary to provide means of handling this, no derricks forward now being available.

In view of the extra weight involved and raising the centre of gravity it has been decided to fit the new anchor crane right forward in the bow chocks, having minimum possible outreach, thus reducing scantlings to a minimum.

We are,
Yours faithfully,

For: PALMERS HEBBURN COMPANY, LTD.

E. L. Thompson
Managing Director.



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Lloyd's Register
Foundation

25 OCT 1938

For: PARTNERS HEBURN COMPANY, LTD.

Yours faithfully,
We are,

Managing Director
#100

In view of the extra weight involved and raising the centre of gravity it has been decided to fit the new anchor crane right forward in the bow chock, having minimum possible overreach, thus reducing scantlings to a minimum.

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