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Lloyd's Register of Shipping.

71, Fenchurch Street, E.C.3.

9th September, 1937.

Dear Sirs,

M. With reference to the T.S.M.V. "DUNERA" built to your order by Messrs. Barclay, Curle & Co.Ltd., I have to inform you that I have received a letter from the Society's Glasgow Office asking that, as was done in the case of the sister vessel "DILWARR", a letter be addressed to you setting forth what would require to be done should the maximum draft permitted by the Regulations for a full scantling ship be desired at any time.

With regard thereto I have the pleasure to inform you as follows :-

This vessel has been built in accordance with the Rules of the Society for a full scantling vessel with a view to class 100A1, and will be entitled to the full scantling draught, namely, about 28'-6", permitted by the Regulations for the vessel's dimensions, subject to the following alterations being made :-

(1) The beams forming the store flat deck being either removed and replaced by beams suitable for normal cargo load, or strengthened to be equivalent thereto.

(2) Covers being fitted or renewed at all tween deck hatchways of the thickness required by Section 25 of the Rules.

(3) Scuppers being fitted to drain all tween decks.

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"DUNERA".

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(4) The sidelights which are fitted to spaces below the freeboard deck being altered as necessary to comply with the Convention requirements.

(5) The height of the coamings of companionways and deckhouse doorways being increased as necessary to comply with the Convention requirements.

(6) The arrangement of overboard scuppers and sanitary discharges being modified to comply with the Convention requirements for the deeper draft.

I am, Dear Sirs,

Yours faithfully,

Secretary.

Messrs. The British India Steam
Navigation Co.Ltd.,
122, Leadenhall Street,
E.C. 3.



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