

Im. 12.45.

Harland & Wolff Ltd., Belfast.Yard No. 1308**F.E.**

Received by Chief Ship Surveyor.....

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VESSEL'S NAME Motor tanker "LYRIA" REPORT Bel No. 14187

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. 13175 Depth "d" -
 2nd Long. No. 36231 Proportions = $\frac{L}{D}$ 13.7
 Framing As approved Sheerstrake As approved

Similar to the "STANDELLA" etc.

Two longitudinal bulkheads are 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 EL00A1 "Carrying Petroleum in bulk"
6,46 Bel

1 Dk "Part elec. welded" "Longitudinal framing at bottom & at deck"
 Cell DBuE 59' 129t, DTf 25' 252t, FPT 104t, APT 57t
 FK, 16BH, Lloyd's A & CP
 P 88' B 52' F 51'
 Mchv Aft
 O.L. 446.2'
 E.S.D.
 a

It is submitted the Surveyors be informed it is concluded the second deck bulb angle beams forward as reported have not been fitted, that the edge of the upper deck sheerstrake is connected to that of the strake below by a double row of 1" diameter rivets 4" apart in way of the wells where the sheerstrake plating is .90" thick and 1.1/8" diameter rivets 4 1/2" apart in way of the bridge where the sheerstrake plating is 1.08" thick, that the thickness of the bottom strakes of plating of the midship cargo tank bulkheads is .50" and that only three bottom longitudinals have been fitted in each wing cargo tank amidships as indicated on the plans and not four as reported, but this should be confirmed.

d1047-011056-0030

1/10/46
 1/11/46
 1/12/46

2021
 Lloyd's Register
 Foundation
 1/10/46
 19.7.46