

COPY.

H.
Lloyd's Register of Shipping,

71, Fenchurch Street, E.C. 3.

3 Enclosures.

21st January, 1935.

Dear Sirs,

I duly received Mr. Bulow's letter of the 12th instant enclosing plans of midship section, profile and decks and general arrangement of the S.S. "MAURITZ", and note that the Owners, Messrs. Raa Rederi A/B, desire to have her classed with this Society.

With regard thereto I am directed to state that the scantlings and arrangements have been compared with the requirements of the Rules, and are found to be generally equivalent thereto. The scantlings of the bulkhead stiffeners are equivalent to the Committee's requirements at the time the vessel was built.

In the double bottom there is no side girder fitted, while the Committee now require one side girder to be fitted in a vessel of this beam. The bottom shell, however, is considerably in excess of the Committee's requirements, and it is considered that this provides compensation for the omission of the intercostal.

The scantlings of the bridge deck beams are appreciably below the Committee's requirements, and it is considered that reversed bars should be fitted to every fourth frame.

S.S. "MAURITZ".

To render the equipment equal to the Rule requirements, an additional 15 fathoms of cable should be supplied.

Provided the scantlings and equipment be verified, you satisfy yourselves in regard to the ~~painting~~ arrangements and the strengthening of the bottom forward, and the Rules for vessels not built under survey be complied with, on receipt of a satisfactory report from you on completion of the survey, the vessel will be eligible to be classed 100A1.

You should endeavour to satisfy yourselves regarding the quality of the steel used in the structure.

Full particulars of the machinery should be forwarded for consideration.

The plans in question are returned herewith.

I am, Dear Sirs,

Yours faithfully,

Secretary.

The Surveyors,

GOTHENBURG.



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Foundation

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