

S.S. "MAURITZ", No.80987 in Register Book.

Rule Dimensions:- 244.58' x 37.5' x 17.67' to upper deck

Scantling Nos:- 4322 and 13490

Proportions:- Length = 13.85 depths to upper deck
11.3 depths to raised quarter deck.

This vessel was built by Messrs. Bergens Mek. Verks.,
in 1916 and classed with the Norske Veritas.

A letter has been received from the Gothenburg
Surveyors stating that the Owners, Messrs. Raa Rederi A/B,
desire to have her classed with this Society, and plans of
midship section, profile and decks, and general arrangement
have been forwarded by the Surveyors.

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 consider-
ably in excess of the Committee's requirements, and it is
considered that this provides compensation for the omission of
the intercostals.

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.

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

It is submitted the Gothenburg Surveyors be informed
as above, and that provided the scantlings^{to equipment} be verified, the
Surveyors satisfy themselves in regard to the panting 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 the Surveyors on completion of the

Survey, the vessel could be favourably recommended to the Committee for the class 100A1.

The Surveyors should endeavour to satisfy themselves regarding the quality of the steel used in the structure.

Full particulars of the machinery should be forwarded for consideration.

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