

TRANSLATED

COPY.

PORT OF GLASGOW

GOTHENBURG,

30th October, 1940.

Messrs. Aktiebolaget Gotaverken,
Gothenburg.

Dear Sirs,

M.S. 568.

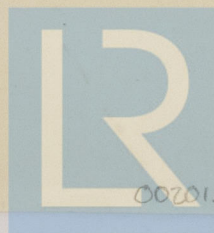
We have pleasure in returning herewith one copy of each of the plans forwarded us with your letter dated the 23rd instant of Midship Section, Longitudinal section and plans, Shell Expansion, and W.T. Bulkheads for the above vessel, duly signed and stamped.

At the same time we beg to state that, provided the scantlings and arrangements as shown and amended be adhered to, the Rules in all other respects be complied with and the materials and workmanship be to the Society's satisfaction, the vessel will be eligible to be classed 100A1 "with freeboard" corresponding to a draught not exceeding that contemplated by the Rules for a complete superstructure vessel having a tonnage opening, and with the following notation:- "Butts of shell and deck plating electrically welded".

The Rules for the Application of Electric Arc Welding to Ship Construction should be complied with, including the consent of the Owners, and the electrodes for shell and deck should comply with paragraphs 1 to 9, Section 4, of the above regulations.

The steel to be used in the construction of the ship must be made by the Open Hearth Process at works recognised by the Committee and be tested in accordance with the requirements of the Rules.

I am, Dear Sir,
Yours faithfully,
(sgd.) S. Townshend



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Lloyd's Register
Foundation

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