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for Jbd

Lloyd's Register of Shipping,

71, Fenchurch Street, E.C. 3.

3 Enclosures.

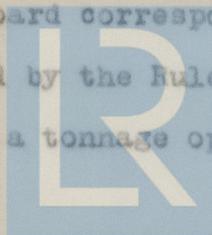
16th April 1925.

Dear Sirs,

I duly received your letter of the 8th instant regarding the new Motor Vessel No. 29 proposed to be built by the Naskov Skibsvaerft to take the place of their Yard No. 27 (which is now cancelled), and I may say that I am also in receipt of a letter from the Builders together with plans of midship section, profile and decks, pillaring, bulkheads, shell expansion and tank top for this vessel.

In view of the urgency of the case, approval of the scantlings of the flat plate keel, centre girder and connecting angles was conveyed to you on the 11th instant, and approval of the remaining principal scantlings was wired to you yesterday as per confirmation sent herewith.

The plans are now returned, and I have to state that provided the scantlings and arrangements as shewn and intended 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 100AL with a freeboard corresponding to a draught not exceeding that contemplated by the Rules for a complete superstructure ship having a tonnage opening.



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The steel to be used in the construction should be manufactured at Works recognised by the Committee, and tested by the Society's Surveyors in accordance with the Rules.

It might be pointed out to the Builders that in several instances the scantlings shewn on the various plans do not agree, as for example the thickness of the tank side margin plate is shewn as .52" on the midship section and as .50" on the plan of inner bottom plating.

Full particulars should be forwarded on Form 11b for provisional freeboard assignment.

The plans are returned herewith, the duplicate copies being retained for record.

I am, Dear Sirs,

Yours faithfully,

Secretary.

The Surveyors,
COPENHAGEN.



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