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Lloyd's Register of Shipping,

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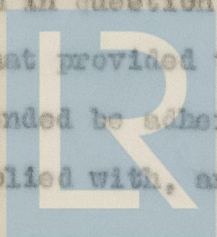
25th January, 1926.

Sir,

With reference to your letters of the 18th and 19th inst. respecting the plan of midship section of the Steel Screw Motor Vessel "U5", proposed to be built by the Ateliers et Ateliers de Penhoet at St. Nazaire, it is observed that the vessel is of the three deck type, and it has been assumed in the absence of a profile plan that these decks are continuous throughout. It is noted that there will be a tonnage opening in the upper deck, and that a poop forecastle will be fitted.

The necessary particulars for the computation of provisional freeboard have not yet been furnished by the builders, but it would appear that the draught desired, namely, 8 metres, corresponds to that given in the freeboard tables for a complete superstructure vessel having a tonnage opening with freeboard measured from the second deck, and scantlings have been dealt with on this basis.

One copy of the plan in question is returned herewith. I am directed 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



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workmanship be to the Society's satisfaction, the vessel will be eligible to be classed 100A1 with a freeboard corresponding to a draught not exceeding that contemplated by the Rules for a complete superstructure ^{ship} with a tonnage openings

The steel to be used in the construction of the ship must be made at Works recognised by the Committee and tested by the Society's Surveyors in accordance with the Rules.

The duplicate plan is being retained for reference,

Particulars of the equipment and the usual detail constructional plans should be forwarded for consideration in due course.

I am, Dear Sir,

Yours faithfully,

Secretary.

L.G.G. Demarest, Esq.,

PARIS.



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