

COPY.

Lloyd's Register of Shipping,

71, Fenchurch Street, E.C.3.

9th November, 1937.

Dear Sirs,

M.

I am returning to your address to-day, under separate cover, two copies of each of the plans, forwarded with Mr. Laing's letter of the 30th ultimo, of midship section and section through engine room of the Twin Screw Passenger and Cargo Motor Vessel, 504.7 feet in length, proposed to be built by Messrs. Soc. Anon. John Cockerill, for the Cie Maritime Belge, and with regard thereto I have 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 a freeboard corresponding to a summer moulded draught of 25'-9".

Where possible reductions in scantlings which could be approved have been indicated on the plans.

It is noted from the section designated "At extreme ends of the bridge" that it is proposed to double the "D" deck stringer plate and the sheerstrake in way of the openings in the ship's side, and to increase the scantlings of the "D" deck plating to conform to the requirements of the Rules for a strength deck. In regard to this it is suggested that it would be preferable and more economical to maintain "C" deck as the

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504 Ft.

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strength deck at this part, to extend the frames continuous to "C" deck and arrange compensation on "C" deck sheerstrake for the openings in the ship's side.

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

The remaining copy of each of the plans is being retained for record.

I am, Dear Sirs,

Yours faithfully,

Secretary.

The Surveyors,  
ANTWERP.



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Foundation

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