



TRANSLATED COPY.

Gothenburg, 20th October, 1936.

Messrs. Öresundsvarvet Aktiebolag,  
Landskrona.

Dear Sirs,

We have the pleasure to return herewith one copy of each of the plans forwarded with your letter of the 16th inst. of Midship section and Longitudinal section and plans for the Single Screw Motorship No.49, proposed to be built by your good-selves, and with regard thereto 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 a freeboard not exceeding that contemplated by the Rules for a Complete Super-structure vessel having a tonnage opening.

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 by the Society's Surveyors in accordance with the Rules.

It is observed from the plans that the flat iron face bars on the girders below the Shelter deck and on the hatch webs are intended to be welded. The requirements of the Rules for the Application of Electric Arc Welding to Ship Construction should be complied with including the consent of the Owners.

Yours faithfully,

/signed:-/

V. Bülow.

Lloyd's Register  
Foundation  
W349-0096