

Motor Ship "GROSHOLM".

Plans for the conversion of this vessel into a floating herring oil and whale oil factory were approved on the 14th instant.

A telegram has now been received from the Oslo Surveyors stating that the Builders propose to omit the longitudinal stiffeners on the new athwartships and longitudinal bulkheads, and to increase the vertical stiffeners, and they ask for a reply to be sent by cable if these arrangements are in order.

It is submitted the Oslo Surveyors be informed by cable as follows:-

"Grosholm. Webs and horizontal girders on new athwartships and longitudinal bulkheads may be omitted provided stiffeners on bulkhead 35, $7\frac{1}{2}$ " x 3" x 43" bulb angle STOP Bulkhead 60, 8" x 3" x .40" bulb angle STOP longitudinal bulkhead $7\frac{1}{2}$ " x 3" x .38" bulb angle STOP Stiffeners in line with quarter girders should be reinforced *Surveyors satisfaction.*

bbly
S.H.
19.9.29.

cc. 19/9/29.



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Lloyd's Register
Foundation

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