

Received by Chief Ship Surveyor.....

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VESSEL'S NAME Motor Tanker "SVEABORG" REPORT Mmo. No. 2217

The remarks of the Chief Ship Surveyor are desired on this case for the consideration of the Classing Committee.

("The endorsement to contain a succinct summary of any repairs that have been required and to show the cause or causes of such repairs, and also to bring out clearly any exceptional features in connection with the case, so that the Classing Committee may have all the salient points presented in the endorsement."—Extract from Sub-Committee's Report, 24/5/92.)

1st Long. No. 15578 Depth "d" -

2nd Long. No. 44408 Proportions = $\frac{L}{D}$ 13.5

Framing As approved Sheerstrake As approved

This is a sister vessel to the "LILLÖHUS" & "GLIMMINGEHUS"

This vessel appears to have been built in accordance with the Rules and the approved plans, and it is submitted she is eligible to be classed 100A1 "Carrying Petroleum in Bulk"

1 Dk. "Longitudinal framing". "Electrically welded".
Cell DB u E 65' 177t, DTf 36' 576t, FPT 88t, APTs 243t
FK, 12 BH
P 91' B 35' F 63'
Mchy Aft
O.L. 496.3'
E.S.D.
d†



NOTE:- The greater part of the steel used in the construction was made in Germany. As regards the check tests carried out on this material see attached copy of Got. letter D. 24.11.43. The anchors and chain cables were made in Germany and Holland and tested by former Surveyors to this Society. (See Got. letter S. 4.5.44 attached). The sternframe and rudder were made in Czechoslovakia and Denmark respectively.

The Surveyors should be informed it is concluded the steering arrangements and windlass have been tried under working conditions and found satisfactory, but they should state if this is so. [They should be requested to forward the certificates of test for the sternframe and rudder.]

X
See Bulletin 22/8/44

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