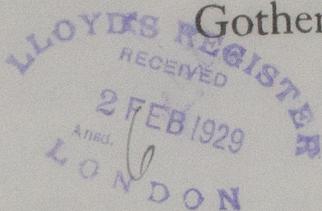


Lloyd's Register of Shipping,

"Broströmia," Packhusplatsen ⁶ 2,

Gothenburg, 30th January, 1929.



Secretary,

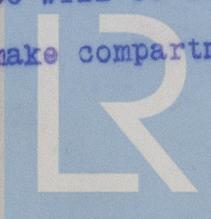
London.

Dear Sir,

With reference to the plans showing alterations for the carriage of whale oil in the s.s. "STOCKHOLM" approved in the London Office on the 22nd instant, I beg to state that we have received a letter from the Builders requesting to know whether the seams and butts of the new bulkheads on frames 158 & 178 may be single riveted, as approved for the centre line bulkhead, instead of double as shown on the plan.

The Builders state that at all times either whale oil or fuel oil will be carried in these tanks, and as it is possible that there may be at any time whale oil in a tank on one side of the centre line bulkhead and fuel oil on the opposite side, they suggest that if single riveted seams and butts are considered satisfactory for this condition they might also be considered satisfactory for the transverse bulkheads under similar conditions.

The bulkhead on frame 200 will be retained double riveted as it is now proposed to make compartment 200-208 a dry cargo hold.



Lloyd's Register
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HAM/122/0079/2

As the Builders are anxious to commence the work we shall be glad to receive a reply by cablegram.

With regard to the tanks at the after end of the ship which are shown on the plan for carriage of whale oil or water, I beg to draw attention to the fact that this water will be fresh and intended for the ship's use. On the outward voyage the tanks will be filled with fresh water and as this is consumed the tanks will be filled up with whale oil.

Under these conditions it may be possible that there will be whale oil in a compartment immediately adjacent to fresh water and I should be glad to know if this is considered satisfactory.

I am, Dear Sir,

Yours faithfully,

Geo. Webster.

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-S 148 1300



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HAM122-0079 1/2

Referred to the Chief Ship Surveyor.

E
-2 FEB 1929

Req wire
~~_____~~
~~_____~~

By [Signature]

YOUNG ISLAND STROY

THE TANK, No 1

•YUJOSYHAYLTA

DETERMINED AT ABOUT 7 1/2 HOURS OF DAY AND ALTHOUGH I WAS TOLD
THAT THE TANK WAS A COMPLETELY IMMEDIATE INCIDENT TO THE

STATE THAT THE TANK WAS IN A POSITION TO BE BURNED THAT THE
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