

Lloyd's Register of Shipping,

"Broströmia," Packhusplatsen ⁸,

Gothenburg, 14th January, 1929.

Secretary,

London.

LLOYD'S REGISTER
RECEIVED
17 JAN 1929
Ans. 22/1
LONDON

Mr Sir,

With reference to your letter of the 5th instant concerning plans showing whale oil tanks to be introduced into s.s. "STOCKHOLM", I beg to inform you that we have forwarded day for consideration plans (3 in number) in duplicate showing arrangements of longitudinal and transverse bulkheads.

As the Builders desire to commence the work as soon as possible they are very anxious to order the material and will therefore be obliged if the plans can be returned as early as possible.

3 BILLS
F.P.R. JAPAN
FISHERIES
TONGKOK
"STOCKHOLM"

I am, Dear Sir,

Yours faithfully,

Geo. Webster.

3 plans in duplicate forwarded under separate cover.

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Lloyd's Register
Foundation

HAM1122 2021

Referred to the Chief Ship Surveyor.

J.C.B
17 JAN 1929
I have the honor to submit for your information the following observations on the proposed alterations to the hull of the vessel "STOCKHOLM". I have the honor to state that the vessel has been under my charge for several months past, during which time I have had opportunity to inspect her thoroughly and to make extensive measurements of her hull and machinery. The observations which follow are based on my examination of the vessel and the data available to me at present, and are intended to furnish you with such information as may be required for your consideration of the proposed alterations. I have the honor to remain, very respectfully, your obedient servant,

"STOCKHOLM"

Longitude and transverse dimensions of hull and headgear
and breadth of vessel measured in feet and inches.
Length overall 144 ft
Breadth extreme 36 ft
Depth overall 22 ft
Width amidships 30 ft
Width of funnel 30 ft
Length of deck 141 ft
Width of deck 32 ft
Height of funnels 30 ft
Width of deck 14 ft
Length of deck 140 ft
Width of deck 31 ft
Height of funnels 29 ft
Width of deck 13 ft

Ltr. 14/

3 plans

1/4"

1/4"

that the proposed alterations to the hull of the vessel "STOCKHOLM" will not be necessary or expedient, and that the vessel may be safely operated without making any such changes as may be proposed. In view of the fact that the vessel has been under my charge for several months past, and that I have had opportunity to inspect her thoroughly and to make extensive measurements of her hull and machinery, I have the honor to state that the vessel is in good condition and is well suited for the purpose for which she was built. I have the honor to remain, very respectfully, your obedient servant,

Sir,



ROYAL INSTITUTE
OF NAVAL ARCHITECTS
GATESHEAD

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Foundation

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