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W1642 - 0168  $\frac{1}{2}$

"Colima"

5th February, 1919.

Dear Sirs,

With reference to previous correspondence and to your telegram received on the 21st ultimo respecting the Steamer "SVEALAND", I am directed to state that the plans of this vessel have been carefully considered, and it is found that additional strengthening will require to be provided as stated below, to make the structure equivalent to the Rules for the full 100A class:-

1. An additional side stringer of the same scantlings as that already in the vessel to be provided immediately above the top of the tank side frame brackets.
2. One strake of inner bottom plating to be doubled for full width both sides of ship between the seams, and for  $\frac{3}{5}$ ths length amidships.
3. A 6" X  $3\frac{1}{2}$ " X .50" angle runner should be provided under the poop deck, also under fore peak flat beams.
4. Gussets to be provided at the level of the under side of hatch end beams at all hatch corners on both upper and bridge decks, a reverse bar 4" X 4" X .50" to be fitted to bridge deck hatch end beams from ship's side to hatch coamings, Nos. 1 & 4 upper deck hatch side coamings to be supported by brackets at the middle of the length fitted from bulb angle to deck, and the pillars supporting the bridge deck hatch end beams to be of built section with adequate riveted attachments at heads and heels in view of no quarter pillars being fitted to hatch sides.
5. Watertight bulkheads to be additionally stiffened as follows:  
The stiffeners on the after peak bulkhead bracketed top and bottom, a semi-box beam fitted on No. 67 bulkhead in way of tank, two horizontal bulb angle stiffeners in line with panting stringers to be provided at the after side of fore peak bulkhead. A horizontal stiffening angle to be fitted between the vertical stiffeners at the middle of the plates forming the flat sides of the tunnel, also a wash plate should be provided in the after peak and in fore peak if used as a tank.



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With regard to the equipment, I have to state that provided the certificates of test for the anchors and chains, which were tested at Mannheim and Duisburg, are found to be in order and such as could be accepted by this society, the figure 1 will be assigned without the record of .& C.P.

At the same time I have to confirm my telegram to you today as follows, viz:-

"SVEALAND writing fully today".

I am, Dear Sirs,

Yours faithfully,

Secretary.

The Surveyors,

GOTHENBURG.



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