

TWIN SCREW DIESEL MOTOR VESSEL "SVEALAND"

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Mr. Dan Brostrom, the Owner of the vessel, which was built under the Special Survey of Germanischer Lloyds, and completed in 1917, was informed through the Stockholm Surveyors per the Secretary's letter of the 21st September of that year that, subject to the requirements of Section 48 of the Rules being satisfactorily complied with, and the scantlings found to agree with those shown on the plans forwarded by the Stockholm Surveyors, the vessel would be eligible to be classed 90A, without the + for Special Survey. (For further particulars see endorsement 17-9-17).

It might be pointed out that the Stockholm Surveyors recommended that this class might be assigned.

On the 11th December, 1918, a further letter was received from the Surveyor, and a First Entry Report was also furnished. In his letter the Surveyor stated that the Owners desired the full 100A class, and submitted that the vessel might receive this class, subject to the conditions laid down in the Secretary's letter of the 21st September, 1917 being complied with. He was informed on the 16th instant that it was not considered there was anything to warrant departing from the class originally proposed by him, namely 90A.

A cable has now been received from the Surveyor, in which he states that the Owners object to the 90A class and request information as to the strengthening necessary to obtain 100A.

The plans 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 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.
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- (2) ~~A doubling plate .54 in thickness on one~~ <sup>to be doubled</sup> <sup>both sides of ship</sup> ~~strake~~  
of inner bottom plating for full width between  
the seams, and for 3/5ths length amidships.
- (3) A 6 x 3½ 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  
and 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 <sup>adequate</sup> ~~double~~ riveted attachments  
at heads and heels ~~to take special loading~~  
<sup>in view of no quarter pillars being fitted to hatch</sup>
- (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, ~~also~~ <sup>and</sup>  
in fore peak if used as a tank.

The equipment is in accordance with the requirements  
of the Rules for the Figure 1, but the Anchors and Chains are  
stated to have been tested at Mannheim and Duisburg. Provided  
the Certificates are found to be in order, and such as could  
be accepted by this Society, it is submitted that the  
Figure 1 might be assigned without the record of A. & C.P.

It is submitted the Stockholm <sup>Gothenburg</sup> Surveyors be informed  
as above.

EEC

C.F.

31. 1. 19.

Lot 5.2.19  
Hr. S.Km.

31/1/19

g.p.



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