

# Lloyd's Register of Shipping

N.

Surveyor's office, Stockholm.

NO 1918

telegraphic address: Lloyd's Register, Stockholm. Radiotelefon no 4161 & 3342.

Stockholm the 11th December 1918.

atial.

The Secretary

to the Committee of Lloyd's Register,  
71, Fenchurch Street,  
London, E.C.3.

Sir,

"Svealand".

A first entry report on this vessels' hull and equipment mailed yesterday. She has now been laid up in this port for  $1\frac{1}{2}$  years for want of fuel oil, but, as a limited quantity of has now been available, she has proceeded to day to Gothenburg, & she will load for the U.K.

The machinery has, however, not yet been opened out and the piping arrangements in the engine room have, as yet, not been attended, as prescribed in Your letter D, dated 20th Sept. 1917.

It is, no doubt, due to the fact, that the Owner, Mr. D. Broström, would prefer to have these matters attended to by one of his two Gothenburg Yards.

With reference to the reduction in the minimum tensile strength of ship steel from 28 tons to 26 tons, recently admitted by the Committee in correspondence with the Gothenburg Office,

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entered by  
enburg for completion.

Kindly favour me with a cablegram, as soon as the Class

subject to the approval of the Owner or Purchaser of a new built vessel, there appears to be, at present, no special grounds for granting the full 100 A Class to this vessel. I understand, that Mr. Lindahl, the Chief Superintendent of Mr. Broström's lines steamers, and also Mr. B. himself, would feel disappointed, if the full class would not be granted to this new vessel, and, from private source, I learn, that, in preference to our 90 A Class, they would probably apply for and no doubt receive the very highest Class, which the B.V. or the Norwegian Veritas can assign.

As the deviations from the Society's Rules in regard to the design and construction of the hull are, in fact, only trifling, the vessel's hull weight being probably the same or even slightly heavier, than if she were built to the minimum requirements of our Rules, and as the equipment weights and the tests of the chain cables and anchors fully meet our Rules, the stockless anchors being forged, not cast, and drop tests thus not required, and if the particulars, given in the Germ. Lloyd certificates, are accepted in this instance, it would appear, that the vessel would also be eligible for the mark 1 for equipment.

I may add, that, to day, I have witnessed a full power trial of more than two hours duration with vessel's machinery, where she was on her passage out from Stockholm harbour, the speed being upwards of 10 knots, and that the working of the machinery and its manoeuvring were then found highly satisfactory.

I thus venture to respectfully submit to the favourable consideration of the Committee, that this vessel be classed 100 A 1 instead of 90 A 1 as before contemplated, subject to the

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responsibility of the Surveyors, or in any entry in the Register Book or other publication of the Society, or for any error of negligence of the Surveyors, or other Officers or Agents of the Society."

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CLASS 90 A1.

FEET. Master

G.O. Br...

Stockholm 1916-1917

Södra Dan B...

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conditions, laid down in Your letter of the 20th Sept. 1917,  
complied with.  
The particulars of her machinery and her donkey boiler have  
entered by me on first entry forms and forwarded to  
enborg for completion.  
Kindly favour me with a cablegram, as soon as the Class  
hull has been decided on.

I am, Dear Sir,

Your most obedient Servant

*A. Hakson*



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of the world, subject to the pumping arrangements being

Confidential  
For the Chief Surveyors

ad.  
DEC 30 1918  
30/12/18

Form mayne  
to note

No reason is seen for departing from  
original class proposed. on

17/9/17

hbr  
3.1.19

Revised  
HBR  
CJ



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Form  
Do not  
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