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Lloyd's Register of Shipping,

71, Fenchurch Street, E.C.

20th September, 1917.

Dear Sir,

D.

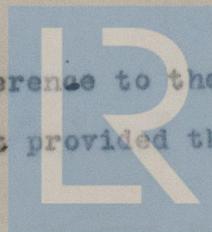
I duly received your letters of the 25th and 27th ultimo, forwarding plans of the new motorship "SVEALAND", and note that Mr. Dan Brostrom desires to have ~~this~~ vessel classed with this Society.

The case has received careful consideration, and I am directed to inform you that provided the requirements of Section 48 of the Society's Rules be satisfactorily complied with and the scantlings be found to agree with those shown on the plans forwarded by you, the vessel will be eligible to be classed 90A without the * for special survey.

It is noted that particulars of the equipment will be forwarded, and on receipt of this information the equipment will be compared with the requirements of the Rules and if found equivalent the figure 1 will also be assigned.

I shall be glad if you will be so good as to forward a first entry report giving particulars of the scantlings of the vessel.

With reference to the pumping arrangements, I am directed to state that provided the flash point of the



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oil fuel be above 150° F; the oil fuel suction pipe from the after peak tank be fitted with a valve or cock, at the bulkhead where it enters the machinery space, capable of being worked both from this space and from the deck outside the engine room casing; valves or cocks similarly worked be fitted to all pipes leading from the settling or other tanks; the requirements of Section 49 of the Rules be complied with; both main engine bilge pump suctions be connected to the main bilge line; two additional bilge suctions (four in all) be fitted in the engine space, one of which be fitted as a donkey pump separate bilge suction; the ballast pump have one direct suction from the engine room bilges, and a bilge suction in hat be fitted at the lowest part of the space between the shaft tunnels, the plan of pumping arrangements will be approved.

With regard to the machinery, I shall be glad if you will forward the following particulars for consideration, viz:-

Number of cylinders, dimensions of same, i.e. diameter and stroke. Maximum pressure exerted in cylinders.

Diameter of crank shaft journals and pins, size of crank webs. Diameter of intermediate shaft, thrust shaft, screw shaft, and screw propeller. Whether screw shaft is fitted with continuous liner or two liners.

Diameters and stroke of auxiliary engine, diameter of crank shaft and size of crank webs of ditto.

Particulars of tests of each part requiring to be tested with (if possible) copies of certificates of tests.

Scantlings and size of air receivers and particulars of tests of same.

List of spare gear.

If all the arrangements are satisfactory, the whole of the principal parts of the machinery should be opened out for inspection, including cylinders and pistons of main and auxiliary machinery, all shafts of both main and auxiliary machinery, air compressors and air receivers. A test of main and auxiliary machinery under ordinary working conditions should also be made.

One set of the plans is being returned to your address today under separate cover, and the duplicate set is being retained in this Office for reference.

I am, Dear Sir,

Yours faithfully,

Secretary.

A. Isakson Esq.,
STOCKHOLM.



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