

Diesel Motor Vessel "SVEALAND".

Mr. Dan Broström of Gothenburg, ex Marine Minister in the Swedish Government, has recently purchased the above vessel, which was built at the Södra Varfvet's Aktiebolaget Yard, and engined by the Stockholm Diesel Works, the firm now being named Aktiebolaget Atlas-Diesel.

The vessel has been built under the Special Survey of the Germanischer Lloyd's $\text{No } 100 \frac{A}{4}$ (E) and was completed this year.

Mr. Broström has the intention of sending the vessel in trade to America and Great Britain, and is desirous of having the vessel classed in this Society, provided this can be effected without any structural alterations.

The Stockholm Surveyors have obtained copies of the Classification plans as approved by the Germanischer Lloyd's and have paid four visits to the ship and checked the scantlings indicated on the plans.

The Surveyors also state that they are informed that the plates and angles ^{in the vessel} used are of Basic Siemens Martin Steel, and the rivets of iron.

The Test Certificates which have been obtained by which has been manufactured at Works approved by the Committee the Surveyors from the Owner, show that the material has been tested by the Germanischer Lloyd's Steel Inspectors and found to have a tensile strength of between 26 and 31 tons per square inch against 28 to 32 tons per square inch as required by this Society, and the rivets 23.2 to 27 tons per square inch, with elongations in accordance with the Germanischer Lloyd's Rules.

The workmanship is stated by the Stockholm Surveyors to be of a superior character.

Particulars of the equipment will be forwarded shortly, but as the new Owner is anxious to know if the Committee would grant the vessel a class, the Stockholm Surveyors forwarded

the Hull plans at once, and in the event of a class being being granted will forward the usual report form.

The Surveyors submit that the vessel might be classed 90 A. without the * for Special Survey, and without the figure 1 for equipment, and desire to be informed by telegram if the Committee entertain no objection to granting this vessel a class.

The plans forwarded have been examined and it is found that the bottom shell plating is .05 and the side shell plating .03, less than the requirements of the Rules for the 100 A. Class, but with the exception of a few minor details the scantlings in all other respects are equivalent to the requirements of this Class.

It is submitted the Stockholm Surveyors be authorised by telegram to carry out the requirements of Section 48 of the Rules and forward a First Entry Report, and be informed that provided the scantlings are found to agree with those shown on the plans now forwarded, the vessel will be eligible to be classed 90 A. without the * for Special Survey.

On receipt of the particulars of the equipment, they will be compared with the requirements of the Rules and if found equivalent, the figure 1 could also be assigned.

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 Answer: 20/9
 7 plans.

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