

Lloyd's Register of Shipping

Surveyor's office, Stockholm.

Postal and telegraphic address: Lloyd's Register, Stockholm. Högstelefon no 4161 & 3342.

The 25th August 1917.

LLOYD'S REGISTER,
LONDON.

RECD 13 SEP 317

ANSD *20*

The Secretary

Lloyd's Register of Shipping,
71, Fenchurch Street,

L o n d o n E. C. 3.

Dear Sir,

Diesel-vessel "SVEALAND".

Mr. Dan Broström, Shipowner, of Gothenburg, and ex. Marine Minister in the Swedish Government, has recently purchased the new Diesel motor vessel "Svealand", of 1086 British Grosstons, built at the Södra Varfvets Aktiebolag Yard and engined by the Stockholm Diesel Works, the Firm now being named Aktiebolaget Atlas-Diesel.

Mr. Broström, who has the intention of sending the vessel in trade to America and Great Britain, is desirous of having this vessel classed in our Society, if this can be effected without any structural alterations, and, with this in view, has procured the classification plans, to which the vessel has been built under the special survey of the Germ. Lloyd representatives *on which the amendments, made by the G. L. have been entered.* here. These plans, of which two blue prints of each are here enclosed, were received by me on the 23rd inst. and, after a first examination of the scantlings, and having paid 4 visits on board the vessel in order to check the scantlings and inspect the workmanship etc., /vessel having also been inspected by Mr. B. Ives at this Gentlemans recent visit here/, I beg to offer the following remarks:

The stem and sternpost appear to be slightly in excess of our Rules.

1.



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The plating amidships appears to be somewhat thinner, than required by our Rules, whereas ^{at} ~~the~~ vessel's ends the thickness agrees with our Rules.

The framespacing is one inch larger than required by our Rules but, on the other hand, ~~the~~ ~~structure~~ the frame girder, although slightly less in height, has about 8 percent larger sectional area, than the $5\frac{1}{2}$ " x 3" x .38" bulbangle, required by our Rules.

In the cellular double bottom, there are two sidegirders on each side, as compared with only one girder on each side, required by our Rules. On the other hand, the thicknesses of the various parts is generally a shade less, than required by our Rules. The weight of the cellular double bottom is, however, as a whole, probably somewhat heavier, than would be required by our Rules, with one girder on each side only.

The decks appear on the plans in general somewhat lighter, than required by our Rules, but, on the other hand, the long bridge deck has been doubled all along in way of the hatch openings, so, probably, the total weight of the deck plating will not differ much from that, given by our Rules.

The scantlings have been checked on the vessel, so far as practicable, and found to agree with the plans.

The rolled material has been manufactured partly by the Gutehoffnungshütte Steelworks, Oberhausen /bulbangles/, partly by the Gelsenkirchener Bergwerks A. G., Aachen - Rothe - Erde /angles and plates/ partly by the Geisweider Eisenwerke A. G. in Geisweid /rivets/ and partly by the Avesta Steelworks, Sweden /some plates/, and is stated to be basic Siemens Martin Steel, except the rivets, which are stated to be iron /Schweisseisen/.

The test certificates have been presented to me by Mr. Broström and show, that the German material has been tested by the German Lloyd Steelinspectors and found to have a tensile strength between ^{26.0} 41 and ^{31.1 tons per sq. in.} 49 kg. per square m.m. and, for ^{23.2} the rivets 36,4 - ^{27.1 tons per sq. in.} 42,6 kg. per sq. m.m., with elongations in accordance with the German Lloyd Rules.

The Swedish rolled material has been tested by the Government Testing House /Kungl. Tekn. Högskolan/ at Stockholm and the steel castings of the rudder, stem, sternframe etc., which are stated to have been manufactured by the Bofors Steelworks, Sweden, have been tested by the Germ. Lloyd Surveyor at the Steelworks.

The riveting is certified by the Germ. Lloyd Surveyor to be in accordance with the Rules of that Classification.

Through my personal acquaintance with the G. L. representatives here, I have been able to obtain access, quite confidentially, to their reports and test certificates, and I beg to enclose, as strictly confidential matter, a copy of the report on hull etc., on which the G. L. class was assigned.

As the lower limit of the tensile strength of the rolled material is only 41 kg. as against 44 kg., required by our Rules, the structural strength of the vessel, even if she were built in full accordance with our tables of scantlings, would be somewhat less than if built of material, filling our test requirements.

The workmanship is, however, superior, so far as I have been able to ascertain, and, as the difference in weight of hull, if any, is inconsiderable, I would respectfully submit to the favourable consideration of the Committee, whether she might not be considered eligible to be classed 90 A /without the ✕ for special survey and without the number 1 for equipment/.

The particulars of chains and anchors and other parts of the equipment, also a report on vessel's Diesel machinery /which appears to be a duplicate of the engines, plans of which were approved in Your letter of the 27th July 1916 and Mr. Redman's letter of the 13th Sept. same year/, will be forwarded by a following mail, but, as the new Owner is anxious to have the question of class of the hull settled as soon as possible, I have thought best to forward the hull plans without delay and without even filling up a report form, as usual, and would be glad to receive a telegram, as soon as the question of the Class of the hull has been dealt with *in principle*.

If the Committee should entertain no general or principal objection to granting this vessel a class, a report form will on

receipt of the telegram, be filled up by me, if a request to that effect be embodied in the telegram.

I am,

Dear Sir,

Your most obedient Servant

A. Bakson

Enclosures:

8 plans in two copies each. *(as commercial papers)*
1 classification report in German Language.



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Lloyd's Register
Foundation

Referred to the Chief Ship Surveyor
and the Chief Engineer Surveyor.

af
SEP 13 1917

Wire
received

JM 13/9/17

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(Faint handwritten text)



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