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# Lloyd's Register of Shipping,

71, Fenchurch Street, E.C. 3.

2nd February, 1934.

Dear Sir,

M. I duly received your letter of the 17th instant, from which I note that you are advised by the Society's Surveyors at Vancouver that the Home Oil Company are contemplating the purchase of the Steamer "SHEAN" ex "FULLAGAR", and that they propose converting her for the carriage of petroleum in bulk.

In reply I am directed to acquaint you that the case has been very carefully looked into, and that so far as the main structure is concerned no objection would be taken by this Society to the vessel being so converted. Suitable structural alterations and reinforcement will, however, require to be provided. These would include the fitting of an oiltight centre line bulkhead, cofferdams separating the machinery space and the forward hold from the oil compartments, additional transverse oiltight bulkheads subdividing the vessel transversely into three oil compartments, the reinforcing of the existing watertight bulkheads so as to make same equivalent to the requirements of the Rules for vessels carrying petroleum in bulk, deep horizontal girder fitted on the ship's sides, additional web frames fitted on the ship's sides providing a web spacing of not more than 5 frame spaces, the hatchways formed into efficient expansion

for Mr. [unclear]



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71, Fenchurch Street, E.C. 3.

2nd February, 1934.

Dear Sir,

I duly received your letter of the 17th inst., from which I note that you are advised by the Society's Surveyors at Vancouver that the Home Oil Company are contemplating the purchase of the steamer "SHAN" ex "TULLAGH", and that they propose converting her for the carriage of petroleum in bulk.

In reply I am directed to acquaint you that the case has been very carefully looked into, and that so far as the main structure is concerned no objection would be taken by this Society to the vessel being so converted. Suitable structural alterations and reinforcement will, however, require to be provided. These would include the fitting of an oil-tight centre line bulkhead, cofferdam separating the machinery space and the forward hold from the oil compartments, additional transverse oil-tight bulkheads subdividing the vessel transversely into three oil compartments, the reinforcing of the existing water-tight bulkheads so as to make same equivalent to the requirements of the Rules for vessels carrying petroleum in bulk, deep horizontal girders fitted on the ship's sides, additional web frames fitted on the ship's sides providing a web spacing of not more than 12 feet, the hatchways formed into efficient expansion

for Mr. Foxworth  
H.A.



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"SHEAN".

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trunks, the existing casing specially strengthened, and the remaining requirements of the Rules for vessels carrying petroleum in bulk complied with.

The details of the scantlings of the internal structural arrangements will depend upon the height of the expansion trunk which is decided upon, and also the spacing and arrangement of the transverse bulkheads. It is thought, however, that if the proposal is proceeded with, these details could be determined by you.

At the same time I am directed to inform you that the question of the word "Experimental" at present appearing in the class of this vessel has received consideration.

You will remember that in 1930 the Owners applied to have this word deleted from the class on the ground that the ship had traded in class for a sufficiently long period of time as to shew that the method of construction had proved entirely satisfactory. The Committee, however, at that time did not see their way to accede to the Owners' request.

Since then the Committee have adopted Rules for the Application of Electric Arc Welding to Ship Construction, and, although all the requirements of these Rules were not fully complied with by the electrodes which were used in the construction of the "SHEAN", yet, in view of the length of time during which the vessel has been in service and the satisfactory reports which have been received upon her from time to time,



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"SHEAN".

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Committee, who had the matter before them at their Meeting yesterday, have decided that the notation "Experimental" shall now be deleted from the vessel's classification, and I shall be glad if you will be so good as to advise the Owners accordingly.

I am, Dear Sir,

Yours faithfully,

Secretary.

James French, Esq.,

NEW YORK.



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