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Classification Case  
T.S.S. "EMPIRE SHEARWATER" ex L.S.T. 3033  
No. 59623 in Register Book.

It is submitted Messrs. McArthur Morrison & Co., be informed it is understood that the above vessel has been purchased by Messrs. Townsend Bros., Ferries, and that it is now undergoing a special survey at Messrs. D. & W. Henderson's dock with a view to classification with the Society.

From records obtained in the Society's Head Office, it is noted that this ship is one of a group which was constructed in 1945 for the Admiralty to their specification, and under the inspection partly of Lloyd's Register and partly British Corporation.

Plans of straight shafting and pumping and piping arrangements for a vessel of this type have been examined in this Office. The plans of crankshaft and details of boilers have not, so far, been made available for examination, but from records it would appear that the scantlings of the boilers and crank and line shafting are such as would meet the requirements of the Society's Rules.

The arrangements shown on the plans of pumping and piping are also such as could be accepted, with the exception of the following items which would require to be amended in order to comply with the Society's Rules at time of construction.

- (1) A direct bilge suction should be fitted in each engine room.
2. It is noted a 30 ton bilge ejector is fitted in each boiler room, and it is considered that this could be accepted in this instance in lieu of the direct bilge suction required by the Rules.
3. It is concluded the petrol tank compartment adjoining the refrig. and diesel generator compartments will not now be used for the carriage of petrol, but this should be confirmed.
4. Provision should be made for draining the stores spaces on each side of the main cargo space. It is not clear from the plans what the existing drainage arrangements are for these spaces.
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5. The cross sectional area of the air pipes to Nos. 3, 4, 5 and 6 centre tanks should be not less than that of the filling pipes, and additional air pipes will be required.
6. It is noted No.1 oil fuel tank centre is fitted with a single suction on the port side only, and it is considered that a starboard suction is necessary and should be provided.
7. The ventilating arrangements for the O.F. settling tanks should be in accordance with the Rules.

Accordingly, provided the machinery be opened up, examined and found or placed in good condition, the electrical installation be examined and found satisfaction and the pumping arrangements be examined and found or placed in good condition, and the foregoing amendments be carried out to the Surveyors' satisfaction, the machinery of this vessel could be accepted and recommended for the notation L.M.C. with date and with the distinguishing mark †

19th September, 1958.



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