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May 29th, 1942

Dear Sirs: S.S. "FORT CHIMO" and S.S. "FORT SENNEVILLE"

I wish to acknowledge receipt of your letter of today's date intimating your decision to convert the above mentioned vessels from CARGO VESSELS to OIL TANKERS to this Society's Classification.

Plans showing details of the proposed conversions have not yet been finally completed, but we are still working on these and as soon as they are completed they will be carefully considered.

Provided the scantlings and arrangements, as shown and amended thereon, be carried out to the satisfaction of the Society's Surveyors, the Rules for the Construction and Classification of Oil Tankers be complied with as far as applicable, the materials throughout be to the Surveyors' satisfaction, and the tanks be satisfactorily tested on completion, the vessels will be submitted to the Committee for the notation 100A1 "with freeboard", carrying homogeneous cargo of petroleum in bulk. The freeboard to be assigned will correspond to an extreme summer draught of 26'0".

Confirming our Conference at your Office this morning between Messrs. Rahvles, Redferh, Stevenson, Dobson and the undersigned, the following arrangements and alterations were agreed upon:-

- (1) A cofferdam should be fitted on the aft side of Bhd. 162 under the second deck to separate the chain locker from No. 1 Oil Tank. This cofferdam should extend from side to side of the vessel and to below the level of the bottom of the chain locker. Alternatively the bottom of the chain locker could be raised to about one foot (1 ft.) above the level of the second deck,
- ⊗(2) provided sufficient space is left for the cable. ⊗ An oil tight floor should be fitted in the double bottom at frames 58 and 97.
- (3) The centre girder is to be made reasonably tight between frames 40 and 58, and between frames 106 and 135.
- (4) Three shell seams, about mid-depth of vessel, between frames 26 and 58 and between 121 and 150, should be welded intermittently on the inside of the shell to reduce shear stress. The decks in way of the oil tanks, also end bulkheads Nos. 18, 58, 97 and 162 where riveted, should be welded.

-2-

- (5) The shaft tunnel seams, rivets etc. also the tank top seams within the tunnel, should be welded to render the tunnel oil tight.
- (6) One doubler should be fitted on each side of the weather deck from about frames 55 to 96.
- (7) The 'tween decks and shaft tunnel should be ventilated either by steam gas ejectors or by sufficient natural vents.
- (8) On the understanding that the oil level in the centre tanks will average about 2' above the level of the second deck, the electric circuits will not require to be above the weather-deck.
- (9) The meat and provision store presently situated in the 'tween decks forward of midships should be changed to a suitable position on the weather deck. Alternatively, the motor should be removed to a position above the weather deck.
- (10) All electric wiring should be removed from the shaft tunnel, but a bulkhead light should be fitted at the forward end with wiring in the engine room.
- (11) The degaussing trunks to have jointed covers with additional bolts to render the trunks gas-tight, and adequate provision for expansion to be made.
- (12) A small pump should be fitted in the after pump room to deal with the leakage in the tunnel "well" at the extreme after end.
- (13) Satisfactory provision to be made for draining the 'tween decks to the bilges into the pump rooms or cofferdams.

Yours very truly,

Principal Surveyor
U.S.A. and Canada.

Messrs. Wartime Merchant Shipping Limited,
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