

COPY

# LLOYD'S REGISTER OF SHIPPING

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Telephone: ROYal 9166  
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Your ref. MRT 13

1st July 1964

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Dear Sirs,

## L.P.G. System on "SHELL MURACHI"

Reverting to my letter of the 10th January last and Mr. J.G. Robinson's call here on 28th May, accompanied by Mr. Tuke and Mr. Train, I am now in a position to confirm that since the liquified gas tanks of the "SHELL MURACHI" were constructed to the full requirements of Class I of the Rules for Welded Pressure Vessels, are uninsulated and fitted vertically in the ship - and the dry system of discharge is used - it has been agreed that at future Special Surveys the hydraulic test of the tanks may be omitted provided our Surveyor is satisfied with their internal and external condition; further, that the opening out of valves, cocks and pressure relief valves may be confined to those on half the number of tanks, provided these are found in order, although the pressure relief valves on all tanks should be adjusted to lift at the correct pressure. The arrangements for opening these fittings should be such that all are seen at intervals not exceeding the period covered by two consecutive Special Surveys.

It is concluded that similar conditions regarding type of cargo carried and method of discharge obtain on the "SHELL MANAURE", in which case the above procedure can also be applied at Special Surveys, the next of which falls due in December this year. We presume that the Special Survey of the "SHELL MANAURE" will be held at Curacao, but if you will kindly confirm this we will inform the Surveyor at that port of the agreed arrangements.

As requested by Mr. Robinson we have also looked into the case of the "HYMA" and agree that a similar procedure may be adopted at Special Surveys in respect

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of the two propane tanks fitted horizontally on the fore deck. The next survey is not due until September 1967 and the Surveyors at the port concerned will, in due course, have to be informed of this decision.

I would add that it is proposed to submit to the Committee that the following addition be made to the Society's Rules, between the ninth and tenth paragraphs set out in Notice No.1, 1964, Section C403, namely:

"Where non-corrosive cargoes only are carried in uninsulated cylindrical tanks fitted in the ship with their longitudinal axes approximately vertical and the cargoes are not discharged by the admission of water to the tanks, proposals will be considered, upon application by the Owners, to omit the hydraulic test provided the tanks have been constructed in accordance with Class I of the Rules for Welded Pressure Vessels, including stress relieving heat treatment, and the Surveyor is satisfied with their internal and external condition. Consideration will also be given to proposals to omit the opening out of valves, cocks and pressure relief valves on all of the tanks at each Special Survey."

If you have any comments to make on the suggested paragraph we shall be interested to receive them.

Yours faithfully,

Clerk to the  
Classification Committee.

Messrs. Shell International Marine Ltd.,  
Shell Centre,  
London, S.E.1.



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Foundation

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