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Enclosure.

4th December, 1947.

Dear Sirs,

Reverting to your letter of the 5th September last respecting the Oil Tanker Barge "SHELL 15", I have to say that the fees suggested therein should now be charged and, if necessary, credited against the full Classification fee if and when classification is decided upon.

I have also to acknowledge the receipt of your letter of the (7th) ultimo, the contents of which are noted, and to say that the proposed fees as set forth therein will be approved. With reference to other questions raised in the same letter, I have to advise you as follows:-

- Item 1. No exception need be taken to the use of blow lamps for starting the main engines. In a steam driven tanker naked flames are present in the boiler room to a much greater extent.
- Item 2. No exception need be taken to the use of cylinder gases for charging the air receivers. This is a common practice in small installations.
- Item 3. In view of the apparently successful operation of the vessel for the past twenty three years, it is not considered that the scrapping of all the existing cylinders would be justified in order to have cylinder relief valves fitted.

As regards the main engines being in use when discharging cargo, it has been ascertained from the Owners that this has been the practice since the vessel was built and that no exception has been taken by the Harbour Authorities concerned.

At the same time I think it well to enclose, for your information, a copy of a communication which has today been addressed to the Owners giving details of outstanding machinery items.

Yours faithfully,

Clerk to the
Classification Committee.

The Surveyors,
LISBON.

012084-012095-0307

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