



# Lloyd's Register of Shipping,

Praça Duque da Terceira, 24-2.º-E.,

Lisbon, 7th. November 1947

RECEIVED

2 NOV 1947

ANSO

GUTHRIE & J. H. NAIRN  
ENGINEER SURVEYORS.

Re: SHELL I5 (Machinery).

Dear Sir,

Further to my letter of 5th. Sept. and Reports Nos. 1, 8 & 13 therewith the local office of the Shell Company has now asked us also to make a report of the machinery of the above vessel with a view to classification and we enclose report No. 4B & 9 herewith.

You will note that the examination has not been altogether completed, but as I consider that it is very doubtful if the machinery is eligible for classification, have not waited until further opening up can be done before sending the reports.

In addition to the list of minimum repairs etc. stated on the Report 9 as being necessary for classification I would ask you to note the following:-

- ① That vessel being a tanker carrying petroleum, and other high volatile fuels, the main engines are started first by blow lamps operating on the cylinder covers, and the main engine has to be running to discharge the cargo tanks.
- ② That the main engine exhausts are used for charging the air receivers, simply by changing valves on the Ford cylinder heads.
- ③ No connections are provided on the main or auxiliary cylinder heads for relief, indication of pressure or temperature, or operation of power indicator.

The above items or the lack of same suggest to me the unsuitability of the machinery for a tanker installation, in spite of its satisfactory operation since 1937.

Regarding fee to be charged in connection with this additional survey we propose to charge for Lisbon Office the sum of Esc:-2.400\$ being 2 surveyor days plus Esc:50\$ expenses. This with fee of our letter of 5th. Sept. gives a total of Esc:-7.300\$ and Esc:-100\$ expenses.

I assume that you will now discuss the whole question of the vessels classification with Messrs Anglo-Saxon in London.

Yours faithfully,

The Secretary.

LONDON.

Jas. H. Nairn

Lloyd's Register  
Foundation

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Referred to the Chief Engineer Surveyor.

*R.S.*

also for Mr. Perris to note,  
Also for Mr. Sladden to note.

Model I

1-10-10

Principles of Navigation

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