



LLOYD'S REGISTER OF SHIPPING

Room 40, P. & O. House, Larcombe Road,
Steamer Point, Aden

Telegrams: *Lloydsur, Aden*

Telephone No. 3532

ssn. (S).

10 NOV 1959

12th November, 1959.

Dear Sir,

Motorships "Beihan", "Seiyun" and "Shibam"

With reference to your Memorandum Ref.(H) dated 4th November, 1959 and also to your letter Classn.(S) dated 9th October, 1959, with the enclosed memo, I produce below details of the fittings found on the above vessels with regard to the carriage of low flash oil in cases.

Referring to the conditions of the memo :-

Item 2/ "SHIBAM" :- Vessel at present laid up. No blanks fitted and arrangement of suction valve chests (p & s) will require to be modified to comply with requirements before vessel resumes service.

"BEIHAN" & "SEIYUN" :- The bilge lines (p & s) leading into the hold space are at present blanked off at the valve chest flange nearest to the pump such that when the bilge valves are closed the pipe lines are isolated. These valve chests serve the hold bilges only and, in these circumstances, the Owners enquire if this arrangement would be acceptable for isolation purposes since to fit additional screw lift valves between the bulkhead and the blanks would involve a considerable amount of work.

Item 4/ All Vessels :- The present arrangement is that suction pipes, with a screwed fitting at weather deck level, are led down to each of the four bilges (No.1 (p & s) No.2 (p & s)), the screwed fitting connecting with a portable cast iron semi rotary pump discharging directly overboard.

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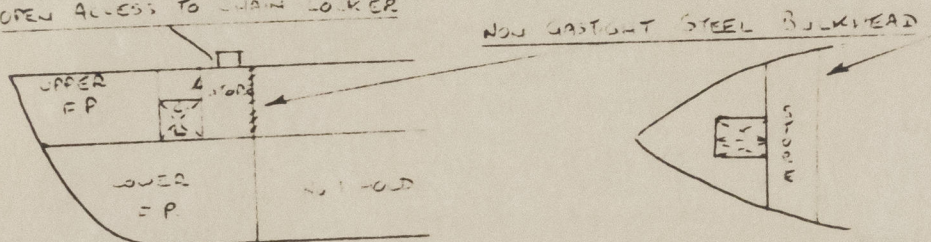
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Replied

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The Owners state that whilst they are quite willing to fit the required gunmetal hand pump they wish to point out that this arrangement was accepted by the Suez Canal Authority for the carriage of low flash point oil in cases and wish to enquire if the present fittings would not be acceptable to the Society? If required, the make and type of a suitable hand pump would be appreciated.

Item 5/ "BEIHAN" :- The arrangement at the fore end of the vessel is as shown in the sketch below.



I shall be pleased to learn if the forward bulkhead of No.1 hold requires to be made gas tight in this instance.

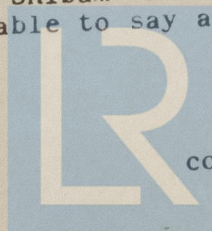
The remaining conditions of the memo have been or are being attended to. The single wire system is not used and there are no electrical fittings in the holds.

In addition to the conditions set down in the Memo spark arresters are fitted to all main and auxiliary exhaust pipes and compressed air operated gas ejectors are fitted on the weather deck for exhausting the hold spaces.

In view of compliance with these requirements the Owners' Superintendent has asked if any form of certificate can be issued by the Society in respect of these vessels being fit to carry low flash oil in cases.

With reference to your letter Classn.(S) dated 9th October, 1959 and with regard to alterations for deeper loading in the case of the "Shibam" I have been advised by the Owners that they are unable to say at this moment whether/

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or not these alterations will be effected when the Special Survey is carried out.

The Owners' Superintendent has asked me to draw attention to the fact that in the case of the "Beihaan" and "Seiyun" there is no mention in the class notation for a trading limit to the Persian Gulf which he states was agreed upon on the occasion of his visit to Head Office early this year. In this respect, however, I note that the Load Line Certificates of these vessel's have been endorsed to cover this area in accordance with a letter Classn. Freeboard 16th April, 1958, in this office and also that, with reference to the Maritime Atlas, the Persian Gulf would appear to be covered by the present notation. I shall be pleased, however, to have your confirmation, that the present notation is all that is required.

I shall be pleased to be guided by your answers to the questions asked in this letter.

Yours faithfully,

B. W. Oxford.

B.W. Oxford.

The Secretary,
London.



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