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Lloyd's Register of Shipping.

71, Fenchurch Street, E.C. 3.

1st May, 1929.

Dear Sirs,

With reference to the call made at this Office recently by Mr. William Isherwood respecting the proposal to carry oil, having a flash point above 150°F., in the cylindrical tanks of the steamer "STANESFALT", I have to inform you it is noted that these cylindrical tanks are not incorporated into the structure of the ship, but rest upon the bottom transverses, and that there is a clear space between each tank and the bottom, sides and deck of the vessel, and her end compartments. There are only empty buoyancy spaces surrounding the cylindrical tanks.

In reply thereto I am directed to inform you that, in all the circumstances, the Owners' proposal will be acceded to, and to make the notation of class correspond with the cargo carried, the class will be altered to be 100A1 "Carrying Oil in Bulk F.P. above 150°F. in Cylindrical Tanks".

When the vessel takes up the trade for which she was designed, the notation will be altered to "Carrying liquid asphalt in Cylindrical Tanks".

I may add that with oil having a flash point above

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...carrying Liquid Asphalt in cylindrical tanks "Longitudinal Framing at bottom and at deck".

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...load one or two cargoes of petroleum from London to Hamburg was dealt with on the 17th instant, when Messrs. Sir (2nd) J. W. Isherwood & Co. Ltd. and the Hamburg Surveyors were informed that, so far as the structural strength 150° F., no alterations would be required to the pumping arrangements, as previously approved for carrying liquid asphalt. seams at the sides of the tanks and the riveting of the top of the tanks was a beam, Dear Sirs, if double as required by the Rules for ships carrying oil. Yours faithfully, that, in the circumstances, the Owners' request to carry petroleum in the cylindrical tanks could not be acceded to.

Secretary.

Mr. William Isherwood has called at this Office and stated that the Owners now propose to carry oil, having a flash point above 150° F. in the cylindrical tanks. Messrs. Sir Joseph W. Isherwood & Co. Ltd., 4, Lloyd's Avenue, E.C.3. cylindrical tanks are not incorporated into the structure of the ship, but rest upon the bottom transverses and there is a clear space between each tank and the bottom, sides and deck of the vessel, and her end compartments. There are only empty buoyancy spaces surrounding the cylindrical tanks.

The Rules for the carriage in bulk of oil fuel having a flash point above 150° F. would require double riveted connections.

It may be remarked that, in the case of small craft, classed for carrying petroleum in portable tanks, the latter are single riveted.

It is submitted for consideration whether, in view of the circumstances mentioned above, the Owners' request might be acceded to.

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