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# Lloyd's Register of Shipping,

71, Fenchurch Street, E.C. 3.

18th April, 1929.

Dear Sir,

I duly received your cablegram of the 16th instant regarding the new Steamer "STANSFALT", which being decoded reads as follows, namely:-

"Stansfalt 92138 Owners unable to use vessel for carriage of cargo liquid asphalt at the present time while land installation not completed Owners propose load Petroleum London Konigsberg one or two voyages Cable this Office whether this would be permitted with classification assigned".

In reply thereto I am directed to state that so far as the structural strength of the tanks is concerned, they are suitable for the carriage of petroleum, but the riveting of the seams at the sides of the tanks, and the riveting of the top of the tanks is single, instead of double as required by the Society's Rules and as adopted in previous similar cases of cylindrical Tankers.

This question of the single riveting of seams and butts at certain places in oil ships, and in oil fuel tanks, has been raised on several occasions, and the Committee have decided to adhere to the Rule requiring such seams and butts to be at least double riveted.



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In these circumstances the Committee regret that they are unable to accede to the Owners' request in this instance, and I have therefore cabled you to-day as follows:-

STANSAFALT	=	Vessel's Name
LUBEVICUCI	=	in view of riveting
IDCYKLAHTE	=	seams at
MEKULLYTHE	=	sides of
IDSOLKYUSC	=	tanks and
ICUCIMIWAK	=	riveting top
LYTHEIDSOL	=	of tanks
LAPYTMZCY	=	being single
LUHUGLEYHM	=	instead of double
LAFTONUEC	=	as required by the Rules for the CARRIAGE OF PETROLEUM
MEDEFUMIARX	=	regret Society
MIXAL	=	unable to ACCEDE
MACYL	=	Owners' request.

I think it well to add that even if the riveting were such as to admit of the carriage of petroleum in the circular tanks it would be necessary for alterations to be made to the pumping arrangements.

I am, Dear Sir,

Yours faithfully,

Secretary.

A. Chisholm, Esq.,

HAMBURG.



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