

COPY.

Lloyd's Register of Shipping.

71, Fenchurch Street, E.C. 3.

Enclosure.

5th September 1922.

M Dear Sir,

With reference to your letter of the 28th ultimo respecting the proposed conversion for the carriage of whale oil in bulk of the S.S. "POLITICIAN", I am directed to inform you that the approved plans of the vessel have been examined in this Office, and it is considered that provided the web frames be attached by gussats to the tank top, the side framing as built is suitable for the service intended. The deck which will form the crown of the oil tanks has beams placed on alternate frames, but abreast the openings the plating was made .50" in thickness as compensation for the omission of the intermediate beams. Elsewhere, additional stiffening will be required as in previous similar cases.

Quarter pillars are fitted in the holds. The end boundaries of the oil spaces will be formed by the existing watertight bulkheads having single riveted seams and butts but double frame angles.

Provided the bulkheads be found tight under test, single riveting will be accepted for the end as well as for the intermediate bulkheads of the oil tanks.

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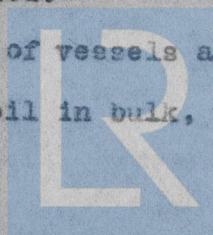
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The only plan of bulkheads in this Office is that of the deep tank bulkheads. The general stiffening of these bulkheads and of the middle line bulkhead, as shewn on the plan, is considered efficient, and subject to satisfactory examination and test could be approved. The particulars of scantlings, &c. of the remaining watertight bulkheads are not, however, sufficiently complete to enable a decision to be made as to their efficiency for the service intended, and plans of the bulkheads in question should be forwarded for consideration.

No additional riveting will be required in the seams and butts of the shell plating, bulkheads, and deck forming crown of oil tanks provided these parts are found satisfactory under test, and no additional stiffening will be required to the side framing. The web frames, however, should be connected by gussets to the inner bottom.

It is observed that the beams of the main deck are on alternate frames, but it is considered that where the plating is .50" in thickness the existing arrangement of beams may be accepted. Elsewhere, the plating should be stiffened by 6" bulb angles running longitudinally on the upper side of the deck plating and spaced about 4 feet apart, or other equivalent stiffening should be provided.

In other cases of vessels at present being converted for the carriage of whale oil in bulk, watertightness is secured



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at the sides of the vessel where the frames pass through the tank deck by cement placed between a deep retaining plate and the vessel's sides. The retaining plate is attached to the inside of the frames, and to permit of caulking is fitted on the outboard side of the inner stringer angle. Satisfactory results under a head of over 6 feet of water have been obtained with this construction.

With regard to the additional oiltight bulkheads, vertical stiffening only could be approved, as in similar cases. For the bulkhead at about No. 162 frame the scantlings might be 12 x 4 x 4 x .64" channels spaced 24" apart, and for the bulkhead at about No. 52 frame the stiffeners could be accepted 12 x 4 x 4 x .40" channels with the same spacing. Alternatively, smaller stiffeners associated with a semi-box beam might be fitted. The stiffeners of the middle line bulkhead might be 12 x $3\frac{1}{2}$ x .60" B.A. x 26" at No. 145 frame, and increased for depth towards the fore end. In way of the tunnel the size might be $6\frac{1}{2}$ x 3 x .40" B.A. by 26" with end brackets 19 $\frac{1}{2}$ " deep. The tunnel will require to be additionally stiffened aft of the deep tank. It is concluded that means will be taken to prevent the oil from rising higher than about seven feet above the main deck, and also that oil will not be carried in the double bottom compartments, and that cargo subject to damage by leakage of oil will not be carried in the holds adjoining the oil tanks.

A plan of the amended pumping arrangements should

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be forwarded for consideration.

At the same time I enclose a copy of a letter which I have today addressed to the Society's Surveyors at Leith regarding this case.

I may add that Mr. Ramage, Superintendent for Messrs. Chr. Salvesen & Co., the Owners of the ship, stated that proposals had been made to class this vessel with the British Corporation. It is thought well to advise Dr. Montgomerie of this, and to leave it to his discretion as to what local action, if any, should be taken.

I am, Dear Sir,

Yours faithfully,

Secretary.

The Secretary,

GLASGOW.



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