

2 Enclosures

S. S. "POLITICIAN". - T. J. Harrison

Proposed conversion for the carriage of whale oil in bulk.
This vessel was built in 1899 and is classed 100A1.

It is learned from Mr. Ramage, Superintendent for Messrs. Salvesen that his firm will shortly take delivery of this vessel for conversion into a whale oil carrier.

The Glasgow Surveyors have forwarded a copy of a letter from Messrs. Ramage & Ferguson, Ltd., in which that firm state they have been asked to tender for the conversion, and they request information regarding the Society's requirements.

The present watertight bulkheads are to be retained and two new transverse bulkheads erected, one in No. 2 hold, and one in No. 6 hold, an oiltight centre line bulkhead is to be fitted fore and aft, and generally the vessel is to be made suitable for carrying whale oil in bulk home from the South Sea Whale Station.

^{approved}
The plans have been examined, and it is considered that provided the web frames be attached by gussets 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.

It is considered that as was approved in the case of the engine room bulkhead of the whale oil factory vessels named

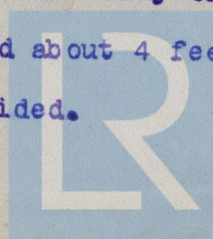
"CAPE BRETON" and "EURYMEDON", provided the bulkheads be found tight under test, single riveting might be accepted for the end as well as for the intermediate bulkheads ~~an~~ of the oil tanks.

IT IS SUBMITTED that the Glasgow Office be informed in regard to Messrs. Ramage & Ferguson's inquiries that 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 shown on the plan, is considered efficient and subject to satisfactory examination and test could be approved.

With regard to the remaining watertight bulkheads in the vessel, the particulars of scantlings, etc., in this Office, ~~are~~ not sufficiently complete to enable a decision to be made as to their efficiency for the service intended. Plans of the bulkheads in question should be submitted for consideration.

The Glasgow Office might also be informed that no additional riveting will be required in the seams and butts of the shell plating, the bulkheads and of the deck forming the crown of the oil tanks provided that under test these parts are found satisfactory, also that 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 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 might be accepted. Elsewhere, the plating should be stiffened by 6" bulhangles running longitudinally on the upper side of the deck plating and spaced about 4 feet apart, or other equivalent stiffening provided.



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The Glasgow Office might be further informed that in the cases of vessels at present being converted for the carriage of whale oil in bulk watertightness is secured 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 ^{of water} over 6 feet 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" [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 3½ 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 6½ x 3 x .40" B.A. ^{with end brackets 19½" deep.} by 26". The tunnel will required 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 7 feet above the main deck, 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.

R.M.M.
2.9.22

Mr. Ramage, Supt. for Messrs. Salvesen, stated that proposals had been made to class this vessel with the B.C. Perhaps Dr. Montgomerie should be advised of this and it be left to his discretion as to what local action, if any, should be taken.

A plan of the amended pumping arrangements should be submitted.

dr. 28/8/22
aris 25/9
P.C.H. 2th
P.C.H.

Mr. Carnaghan

Lloyd's Register
Foundation