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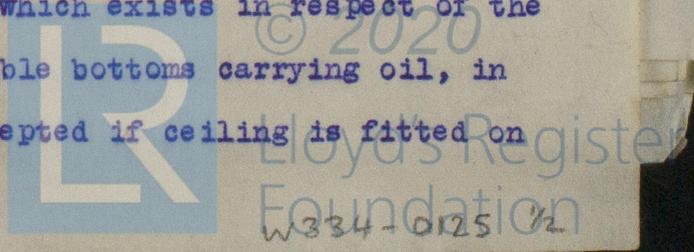
T.S.S. "AVELONA STAR"

The Glasgow Surveyors forward a letter, together with plans, from Messrs. Wm. Hamilton & Co. (1928) Ltd., shewing proposals to construct oil fuel bunkers in the above ship at the forward end of the boiler room, and also to utilise the present fresh water tanks at the sides of the tunnel for the carriage of oil fuel.

The proposals of the Builders follow the same lines as those adopted in their Yard No. 855, which is at present building at the Kingston Shipbuilding Yard of that Firm. In that case, the Committee approved a proposal to dispense with double riveting for the upper part of the bulkheads in respect of the arrangements adopted, which included a cofferdam fitted at the forward end of the oil space isolating the oil from all contact with the cargo. The Builders propose similar arrangements in this case in so far as the oil fuel tanks are concerned, and they propose that a cofferdam be fitted at the forward end as in the previous case.

The Builders propose also to carry oil in certain water tanks which had previously been arranged for in No. 4 hold, and as insulation is to be fitted on the top of these tanks and at their forward boundary, they desire that the single riveting of the tanks be accepted at this part also, in view of these arrangements.

The first part of the Builders' proposal follows closely the lines approved in Yard No. 855, and the second part, that with regard to the water tanks, could be recommended for approval on the analogy which exists in respect of the Committee's practice for double bottoms carrying oil, in which single riveting is accepted if ceiling is fitted on the tank top.



It is submitted the Surveyors be informed that the arrangements proposed by the Builders, ^{and} as shewn ^{in plan} on the sketches, could be approved.

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