

S.S. "SHEAN ex "FULLAGAR".  
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Present Owners:- The British Columbia Cement Co.Ltd.  
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Rule Dimensions:- 150' x 23'-9" x 11'-6" to main deck  
15'-6" to raised quarter deck.  
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In this vessel, which was built in 1920, all the connections are made by electric welding, and the class assigned was 100A1 "Electrically Welded" "Subject to Annual Survey" "Experimental".

In 1928, upon receipt of a satisfactory report on the condition of the vessel from the Society's Surveyors at Vancouver, and at the request of the Owners, the notation "Subject to Annual Survey" was amended to "Subject to Biennial Survey".

In 1930 the Owners, at the request of the Quasi Arc Welding Company, who are the Patentees of the process of welding adopted in this vessel, applied to have the word "Experimental" deleted from the class on the grounds that the vessel had traded for a sufficiently long period of time without shewing signs of structural weakness, and the method of construction had been justified in this instance. This was not concurred in, it being considered that the withdrawal of the word "Experimental" would imply that the Committee were satisfied in regard to the soundness of the principle involved, and that, on the basis of the experience of one ship only.

Since that time the Society has issued Rules for the application of electric arc welding to ship construction, and where these Rules are complied with the notation "Experimental" is not required. This notation has not, however, been deleted from the class of the "SHEAN".

A letter has now been received from Mr. French stating that the Home Oil Company are contemplating the purchase of this vessel, and they propose converting her for the carriage of petroleum in bulk. He states that the proposal depends upon whether the scantlings and the welding of the hull will be

considered satisfactory for classification as a petroleum carrier, and he desires to have the Society's views as to the suitability of the vessel for this purpose, and to have an indication of the additional strengthening that may be required in this special case.

It is submitted Mr. French be informed that so far as the main structure is concerned, no objection would be taken to the vessel being converted into an oil tanker. Suitable structural alterations and reinforcement will, however, require to be provided. This would include the fitting of an oiltight centre line bulkhead, cofferdams separating the machinery space and the forward hold from the oil compartments, additional transverse oiltight bulkheads subdividing the vessel transversely into three oil compartments, the reinforcing of the existing watertight bulkheads so as to make same equivalent to the requirements of the Rules for vessels carrying petroleum in bulk, deep horizontal girder fitted on the ship's sides, additional web frames fitted on the ship's sides providing a web spacing of not more than 5 frame spaces, the hatchways formed into efficient expansion trunks, the existing casing specially strengthened, and the remaining requirements of the Rules for vessels carrying petroleum in bulk complied with.

The details of the scantlings of the internal structural arrangements will depend upon the height of the expansion trunk which is decided upon, and also the spacing and arrangement of the transverse bulkheads. It is thought, however, that if the proposal is proceeded with, these details could be determined by Mr. French.

30. 1. 34.

*See additional  
submission*



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*Mr. 17/1/34  
Amend 2/2/34*