

COPY

LLOYD'S REGISTER OF SHIPPING

71, Fenchurch Street, London, E.C.3

Telegrams: Committee, Fen, London

Telephone: ROYal 9166

6th February, 1959.

Dear Sirs,

Carriage of Scrap in Tankers

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HWM/CB

With reference to our telephone conversation with Mr. Van der Weel this morning regarding the carriage of scrap in tankers, and in particular the case of the "BRITISH ENDURANCE", I have to acquaint you that this question has been under review recently, and it has been decided that whilst the Society will not issue a Certificate as to the fitness of a ship to carry scrap metal, in the case of a classed tanker there will be no objection, whilst retaining tanker class, to scrap metal being carried.

Care will require to be taken to avoid damage to the structure during loading operations, and the fore and aft distribution of the cargo will require to be arranged to minimise longitudinal bending stresses.

In addition adequate protection will require to be given to the cargo pipe lines, valves and spindles in the tanks in which scrap is to be loaded.

It is noted that in the case of the "BRITISH ENDURANCE" scrap will probably be loaded through openings cut in the deck, and that the deck will be replaced and welded after loading. Should it be decided, however, to enlarge hatchways for loading purposes, the alterations will require to be carried out under the supervision of the Society's Surveyors.

Yours faithfully,

The Surveyors,
ROTTERDAM.

Assistant Clerk to the
Classification Committee.

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Foundation

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