

"WINWAR" ex "OPOBO PALM"

The class of this ship is now 100A1 "Oil Tanker when no dry cargo is carried".

Six midship deep tanks are fitted with two cargo holds forward of the tanks and one hold aft of the tanks.


The previous class was 100A1 "6 M.T.'s (port and starboard) oil F.P. above 150°F" and the class was amended to the present notation in 5.62.

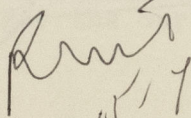
In 6.63 the Owners stated they wished to carry dry cargo in the holds at the same time as diesel oil and/or kerosene in the deep tanks, and they were informed that this could be agreed to provided the F.P. of the oil was above 150°F. Their latest letter states that the F.P. of Japanese kerosene, which they wish to carry, is 133°F and they ask if the Committee will give special consideration and approval to this proposal. They state that the dry cargo carried would be heavy metals or other "non-dangerous" cargo.

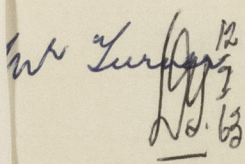
It would be inadvisable to allow the loading or unloading of any dry cargo of this type through the hatchways involving the use of cranes or winches when oil of this F.P. is carried in the ship. There would, however, appear to be no objection to the Owners' proposal provided:

- (1) The dry cargo was loaded first and all loading operations completed before loading oil.
- (2) The oil was discharged first and the tanks cleaned and gas freed before discharging the dry cargo.

IT IS SUBMITTED the Owners be informed that, provided they can agree to these conditions, which appears likely from the third paragraph of their letter, their proposal could be agreed to. It is, however, thought advisable to point out to the Owners that, in addition to cleaning the tanks before discharging the dry cargo, they should be gas freed.


11th July, 1963.


15.7.63


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