

T J LSONDARI

M.S. "SILVERASH".

This vessel, the first of several now building by Messrs. J.L. Thompson & Sons, Sunderland, has two deep tanks immediately forward of the motor room, and the forward and after peaks are also arranged as tanks.

The plans were approved in November last, it being proposed that these tanks should be alternatively either for water, oil fuel, or oil cargo, and the Builders were informed that in view of the tanks being proposed for oil cargo a notation would be made in the Register Book on completion of the vessels as follows:-

+ "Carrying Oil Fuel F.P. above 150°F. in forward and after peak tanks and deep tanks".

The first vessel to be completed, the "SILVERASH", received the consideration of the Committee on the 5th October, and was assigned the class 100A1 "With Freeboard", "Lloyd's A&CP", "LMC 1926", "Oil Engines", "DB 120 lbs". In accordance with the practice hitherto followed, the notation "Oil Engines" was the only indication that there are oil tanks in the ship, the Sunderland Surveyors having omitted, in reporting the case, to draw attention to the fact that the deep tanks and peak tanks are fitted for carrying oil.

In view of the request of the Builders when submitting the plans, the case has been looked into in the light of the proposed amendments in the Rules as regards the carriage of oil in vessels other than Oil Tankers, and it is found that all the requirements of the proposed Section 21 for oil carried as cargo have been complied with.

It is therefore submitted for consideration whether the notation to be made in the Register Book should not be:-

"Fitted for Carrying Oil 9,26 F.P. above 150°F. in deep and peak tanks".

as contemplated by the proposed amendments to the Rules above referred to.

+ 11/12/26

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12.10.26