Lloyd's Register of Shipping,

71, Fenchurch Street, E.C. 3.

25th August, 1938.

Dear Sir,

S.

I have to acquaint you that Mr.Bennett has forwarded to this Office your letter to him of the 1st instant, which accompanied your report No.4870 on the Motor vessel "HOEGH SILVERSTAR".

This new vessel was only completed in January last, and together with other vessels of the same Ownership, was the subject of correspondence which took place with this Office relating to the carrying of oil fuel and other oils in the deep and peak tanks. For this vessel, the after deep tank was approved for the carriage of vegetable oil, and the peaks and forward and midship deep tanks were approved for the carriage of fuel oil as cargo.

The Owner proposed to carry fuel oil, however, in the after deep tank and certain reinforcement was required to be fitted in accordance with the requirements of the Rules, before this could be approved. This reinforcement, it may be added, was actually fitted in the case of the after deep tank of a sister vessel, the "HOEGH SILVERCREST".

In the case under review, however, the plans of the

reinforcement/

P.T.O.

Motor Vessel "HOETH SILVERSTAR".

now carried out did not show the special reinforcement
which the Committee required when the matter was
submitted to them on the occasion referred to above,
and you have apparently accepted the implied statement
that this tank is suitable for carry fuel oil, seeing
that your submission is to that effect, and you have
also issued an Interim Certificate bearing that the
after deep tank is fit to carry fuel oil, F.P. above
150°F.

Before submitting the case to the Committee, therefore,
I shall be glad to receive from you with as little delay
as possible, an explanation of what ground you accepted
the after deep tank as being fit to carry fuel oil
without reference to this Office.

I am, Dear Sir,

Yours faithfully,

Clerk to the
Classification Committee.

A. Scott, Esq.,
VANCOUVER.