

COPY

LLOYD'S REGISTER OF SHIPPING

UNITED WITH THE BRITISH CORPORATION REGISTER

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

Telegrams: Committee, Fen, London

Telephone: ROYal 3551 (6 Lines)

13th January 1955.

SHIP

Dear Sirs,

Furness S.B. Co. Ltd.
Yard No. 462
Turbine Tanker "MELIKA"

I revert to your letter of the 8th December enclosing a number of additional conditions of loading for the above ship.

The various trim and stability conditions have been investigated and with the exception of Nos. 8 and 16, are satisfactory from the longitudinal strength point of view.

It is strongly recommended that:

Condition 8

Nos. 3 and 9 centre tanks be emptied, and 1 and 10 centre tanks filled.

Condition 16

As proposed the stresses are very high. To reduce these to a figure considered satisfactory, No. 6 wing tanks should be emptied, and 1 and 10 wing tanks filled.

The following conditions, although not associated with unduly high stresses, would be improved if:

Condition 4: No. 6 wing tanks emptied. Nos. 4 and 10 wing tanks filled.

Condition 13: Part empty No. 5 wing tanks. Completely fill Nos. 2 and 10 wing tanks.

Condition 19: Empty Nos. 3, 5 & 8 wing tanks. Fill
No. 2, 4 and 9 wing tanks.

Condition 22: Empty Nos. 4, 6 & 9 wing tanks. Fill
No. 1 centre and Nos. 5 & 8 wing tanks.

It is also pointed out that the local stresses produced by the practice of ballasting the ship in "bands" of wing and centre tanks athwartships would be reduced if a system of filling alternate wing and centre tanks was adopted. This recommendation applies to:

Conditions 6, 7, 9, 10, 12, 18 and 21.

All the supplementary conditions Nos. 2B to 17B are satisfactory.

I shall therefore be glad if you will inform the Builders accordingly so that they may advise the Owners.

Yours faithfully,

cc. Fbd

M

pro Secretary.

The Surveyors,
MIDDLESBROUGH.



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Foundation