

COPY.

28th May, 1929.

Newcastle on Tyne

84062. STANASFALT". Since writing to you on the 23rd ultimo regarding the classification of this vessel, I have to acquaint you that the Owners have requested that, owing to the fact that their shore plant for loading liquid asphalt is not completed, permission might be granted to employ the vessel in carrying one or two cargoes of petroleum from London to Konigsberg, and as the cylindrical tanks are not incorporated into the structure of the ship, but rest upon the bottom transverses, and there is a clear space between each tank and the bottom, sides and deck of the vessel and her end compartments, and there are only empty buoyancy spaces surrounding the cylindrical tanks, the Committee, to meet the Owners' wishes in the matter in the meantime, have amended the class to 100A1 with Freeboard, "Carrying liquid



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asphalt or Oil in bulk R.P. above 150°F in cylindrical tanks?

I have also to add with regard to the recent correspondence which has taken place respecting the electrically welded rudder fitted to this vessel that the Committee have also assigned to the vessel a notation of "Rudder electrically welded".

In no case has it been proposed to place a notation in the Register Book to describe this type of rudder. In all these cases, however, the rudders were constructed in the usual manner, namely by means of riveted joints.

fw
27. 5. 29.
[Signature]



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Rudder electrically welded