

2224.34 20 ft. at max. of length from top of keel to top of beam at side of uppermost continuous D 19.5 Owners BALTISCH AMERIKA
IMPORT GESELLSCHAFT

S.S. "STANASFALT", Messrs. Palmers S.B. & I. Co's No. 989.

Plans of this vessel have been approved for the class 100A1 "With Freeboard" "Carrying Liquid Asphalt in Cylindrical Tanks" "Longitudinal Framing at bottom and at deck".

A proposal to load one or two cargoes of petroleum from London to Königsberg was dealt with on the 17th instant, when Messrs. Sir Joseph W. Isherwood & Co. Ltd. and the Hamburg Surveyors were informed that, so far as the structural strength of the cylindrical tanks was concerned, they were suitable for the carriage of petroleum, but that, as the riveting of the seams at the sides of the tanks and the riveting of the top of the tanks was single, instead of double as required by the Rules for ships carrying petroleum in bulk, it was regretted that, in the circumstances, the Owners' request to carry petroleum in the cylindrical tanks could not be acceded to.

Mr. William Isherwood has called at this Office and stated that the Owners now propose to carry oil, having a flash point above 150° F., in the cylindrical tanks.

These 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. There are only empty buoyancy spaces surrounding the cylindrical tanks.

The Rules for the carriage in bulk of oil fuel having a flash point above 150° F. would require double riveted connections.

It may be remarked that, in the case of small craft, classed for carrying petroleum in portable tanks, the latter are single riveted.

It is submitted for consideration whether, in view of the circumstances mentioned above, the Owners' request might be acceded to.

Attention is drawn to the fact that the class contemplated for this vessel is 100A1 "Carrying Liquid Asphalt in Cylindrical Tanks", and that this is not consistent with the present proposal to carry oil fuel in bulk, if this proposal is approved.

With oil having a flash point above 150° F., no alterations would be required to the pumping arrangements, as previously approved for carrying liquid asphalt.

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So far as the structural strength of the tanks is concerned, it is considered that they are suitable for the carriage of fuel oil.

If it is decided that the notation of class should correspond with the cargo carried, the class would now be 100A1 "Carrying Oil in Bulk F.P. above 150 F. in Cylindrical Tanks". When the vessel takes up the trade for which she was designed, the notation could be altered to "Carrying liquid asphalt in Cylindrical Tanks".

Ltr. Messrs. Bakerwood 1/5
p.c. & ltr. Ham



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