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Lloyd's Register of Shipping,

71, Fenchurch Street, E.C.3.

20th April, 1938.

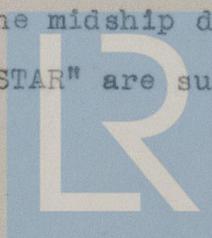
Dear Sir,

M.

I duly received your letter of the 11th instant in further reference to the question of "slack" deep tanks, and in reply thereto I beg to state that the plans of the midship deep tanks of the "HOEGH MERCHANT" and "HOEGH CARRIER" have been examined, and it is found that the scantlings and arrangements were dealt with on the assumption that the tanks would be completely filled. In the case of the "HOEGH MERCHANT" a note to this effect was added in this Office to the plan, and in the case of the "HOEGH CARRIER" the Builders themselves stated on the plan that the tank would be always full. If, therefore, the tanks are to be operated in the slack condition, either with vegetable or mineral oil, flash point above 150° Fahrenheit, a quarter wash plate, about 5 feet in depth and suitably stiffened, should be fitted, port and starboard, in line with the deck quarter girders.

The wash plates may be of a portable character if it is considered that they would interfere with the carriage of general cargo in the deep tank.

I have to add that the midship deep tanks of the "HOEGH TRANSPORTER" and "HOEGH SILVERSTAR" are suitable for the carriage



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"Slack" deep tanks.

- 2 -

of both vegetable and mineral oil flash point above 150° Fahrenheit  
in the slack condition.

I am, Dear Sir,

Yours faithfully,

Secretary.

Leif Hoegh, Esq.,  
Radhusplassen,  
OSLO,  
Norway.



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