Lloyd's Register of Shipping,

71, Fenchurch Street, E.C.3.

4th March, 1938.

Dear Sir,

M.

      I have to acknowledge the receipt of your letter of the 25th instant respecting your motorships "HOEGH TRANSPORTER", "HOEGH SILVERLIGHT" and "HOEGH SILVERSTAR", and to acquaint you that the contents have been duly noted.

      In reply thereto I am directed to inform you that the vessels of the Silver Line, to which you refer, were approved for the carriage of oil cargo which did not fill the tanks, because, when the plans were submitted, it was stated that this would be the condition of the service, and the additional stiffening required by this Society was embodied in the structure.

      To enable your question to be answered, the plans of your three vessels above named have been again considered, and it is found that the scantlings fitted in the midship tank of the "HOEGH TRANSPORTER", and the midship tank of the "HOEGH SILVERSTAR", are of such a nature as would permit these tanks to be operated in the slack condition, i.e. with a cargo of oil which does not completely fill the tanks.

      In the midship tank of the "HOEGH SILVERLIGHT", and in the end tanks of the "HOEGH SILVERLIGHT" and "HOEGH SILVERSTAR", no such additional stiffening has been provided,

and some additional reinforcement would require to be fitted, especially in view of the fact that the end tanks in both vessels are of exceptional length, varying from 40'6" to 54'.

In the circumstances, and in order to involve you in as little expenses and delay as possible, I have to inform you that the requirements of this Society will be met by fitting a transverse wash bulkhead in each of the long end tanks, and for the midship tank of the "HOEGH SILVERLIGHT" a fore and aft wash plate about 5 feet in depth should be fitted at the line of the existing quarter girders.

I am, Dear Sir,

Yours faithfully,

Secretary.

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