

Motorships "HOEGH TRANSPORTER", "HOEGH SILVERLIGHT" and "HOEGH SILVERSTAR".

Mr. Leif Hoegh writes pointing out that his three ships mentioned above are employed in the Silver Java-Pacific Line which he operates in association with Messrs. Stanley & John Thompson Ltd. and Dutch interests. In this service there are regular shipments of palm oil from Singapore to Bombay, and of coconut oil from Manila to the Pacific Coast, but the actual quantities of oil lifted at each shipment vary, and it is not always possible to get a quantity which fills the tanks. Messrs. Stanley & John Thompson Ltd. have informed Mr. Hoegh that they have obtained the permission of the Committee to operate their ships with slack tanks in this particular service, and Mr. Hoegh asks for a corresponding concession in the case of the three ships above mentioned.

It is submitted Mr. Hoegh be informed that the vessels of the Silver Line, to which he refers, 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 the Committee was embodied in the structure.

To enable Mr. Hoegh to be answered, the plans of the three vessels have again been 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,

W172-0133(1/2)

Attest

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 Mr. Hoegh in as little expense and delay as possible, it is suggested that the requirements of the Committee would be met by fitting a transverse wash plate bulkhead in each of the long end tanks, and for the midship tank of the "HOEGH SILVERLIGHT" a fore and aft wash plate about 50 feet in depth should be fitted at the line of the existing quarter girders.

Rev. 25/2. Amend. 4/3
h.c. Oslo.

J. J.
4.3.38
[Signature]

W172-0133 (2/e)

UJA

top the

in about

the level

the length

the

the



© 2019

Lloyd's Register
Foundation