

COPY.

Lloyd's Register of Shipping,

71, Fenchurch Street, E.C.3.

Enclosures

23rd December, 1936.

Dear Sirs,

S. I duly received your letter of the 10th instant respecting your new motorship "CONGONIAN", and note that you are able to state definitely that you will never stow perishable dry cargo in tanks Nos. 1 and 4 at the same time as bulk palm oil is being carried in adjoining tanks.

In these circumstances it will not be necessary to have sparring or lining to the bulkheads of Nos. 1 and 4 cargo holds, but provision should be made for the bilge drainage of these two compartments in the manner now indicated on the plans of cargo oil pumping arrangement submitted by the Builders in November last, and for your guidance I enclose herewith photographic copies of these plans.

Arrangements should also be made for the fitting of spectacle blank flanges to the oil suction to Nos. 1 and 4 cargo holds in order to avoid the entry of oil or sea water when dry cargo is being carried in these compartments.

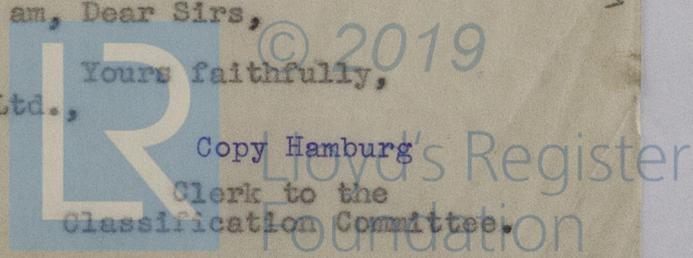
I am, Dear Sirs,

Yours faithfully,

Messrs. The United Africa Co., Ltd.,
Unilever House,
Blackfriars,
E. C. 4.

Copy Hamburg
Clerk to the
Classification Committee.

W378-0037 1/2



COPY⁽²⁾.

M.V. "CONGONIAN".

P.S. In the circumstances the Committee have assigned the vessel a class of @100A1- "Carrying Oil F.P. above 150°F in Bulk"; Lloyd's A & CP; @LMC 9,36; subject to the pumping arrangements in oil cargo tanks being modified before carrying dry cargo therein.

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Foundation

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