

Abschrift.

THE UNITED AFRICA COMPANY LIMITED, LONDON.

Ref. TBB/FP  
Dept. TRANSPORT

London, 5th November 1936.

Messrs. Howaldtswerke A.-G.,  
K i e l .  
Germany.

Dear Sirs,  
M.T. "CONGONIAN", Yard No. K.740.

We are in receipt of your letter of the 3rd instant, and have to reply as follows.

Normally we shall fill all 14 tanks with Palm Oil. There should be sufficient deadweight to spare to give her dry cargo amounting to 230 tons in Winter, or 480 tons in Summer. This dry cargo would be stowed in the after cargo hold, and the forward cargo hold would remain empty.

If at any time we found it inconvenient to carry a full load of Palm Oil we would leave one or more tanks empty, and fill both the forward and the after cargo holds with dry cargo. As our Produce usually measures about 70 cu.ft. to the ton this would mean that we should be able to load about 2,000 tons dry cargo and the Palm Oil would be correspondingly reduced.

Generally speaking this would give us sufficient elasticity in our loading arrangements to meet our requirements, but in very extreme cases, only arising very rarely, we might load dry cargo in No.1 centre tank and No.4 centre tank, and with cargo at 70 cu.ft. to the ton we should be able to load about 850 tons additional dry cargo. This, however, would not be economical from the freight point of view, because the wing tanks numbered 5, 6, 11, 12, 13 and 14 would need to remain empty, and the ship would not be able to lift her full deadweight of cargo. If, however, we adopted this loading plan, tanks numbered 1 and 4 would contain dry cargo, but tanks numbered 2 and 3 would contain Palm Oil.

Yours faithfully,

For: THE UNITED AFRICA COMPANY LIMITED

sgd. T.B. Bragg.



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