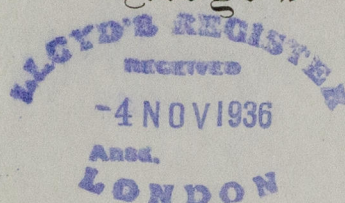


4 plans under separate cover.

Lloyd's Register of Shipping,

3, Steinhoeft,

Hamburg, 3rd Nov. 1936.



Dear Sir,

With reference to your letter of the 28th ultimo regarding Hamburg Report N 22066 on the machinery of the motor vessel "GONGONIAN" I called yesterday at the Builders' yard at Kiel for the purpose of discussing the pumping arrangements for Nos. 1, 2, 3 and 4 cargo oil tanks, and also for the purpose of ascertaining whether definite arrangements had been entered into between the Owners and Builders in regard to the arrangements for loading the vessel and in particular as to whether it was intended to carry dry cargo in all or any of the cargo oil tanks when oil cargo was not available for shipment. The Builders stated that the original design of this vessel had been considerably modified on several occasions as a result of discussions which have taken place between themselves and the Owners. The original hull specification contains a paragraph to the effect that cargo was to be carried in Nos. 1 and 4 centre line tanks and the profile and deck plan (sent under separate cover) showing the general arrangement of the vessel as built indicates that such arrangements appear to be contemplated by the Owners as the cargo hatchway at the middle line at frame 80 and frame 115 is suitable for loading and unloading general cargo. The Builders state however that the Owners requested them to put in a price for fitting sparring and lining to the vertical transverse and fore and aft bulkheads of the middle line tanks Nos. 1 and 4, and in addition for the fitting of portable ceiling in these centre line tanks at the level of the floors in the bottom of the tanks. The Owners subsequently instructed

the Builders to the effect that they had decided not to have any sparring or lining fitted in these tanks and that only ceiling at the bottom of the tanks was to be provided. In view of this decision the Builders and the Surveyors have taken the view that the cargo oil tanks Nos. 1 and 4 were to be used for the carriage of oil and the pumping arrangements were dealt with on that basis by the Surveyors. Plan N740614b entitled "Cargo Pipe Line in Tanks" (sent under separate cover) shows the arrangements which have been fitted in the vessel. As no definite information appears to be contained in the Builders' contract, the specification for the hull and machinery or the correspondence regarding any special conditions which had to be observed in connection with the loading of this vessel I requested Messrs. Howaldtswerke to state whether they had made trim calculations for various specified conditions of loading. A copy of these calculations is being forwarded under separate cover, and from an examination of same it will be seen that none of the conditions contemplated the carriage of general cargo in middle tanks 1 and 4.

As the later modification of the design of the vessel provides for the carriage of cargo in the tween decks above the forward and after cargo holds it appears to be quite probable that the inference that no cargo will be carried in the middle tanks Nos. 1 and 4 is correct. As however I insisted on obtaining quite definite information regarding the Owners' intentions Director Tradt of the Builders' firm wrote yesterday to the Owners, Messrs. Unilever Co., London, and asked to have a confirmation from the Owners that the loading conditions contemplated by them are as covered in the specification of the condition of the vessel given in the trim calculations. In particular the Owners were requested to state whether in the event of general cargo

being carried in Nos. 1 and 4 middle tanks any oil would be carried in the side or middle tanks adjacent to the cargo in these spaces.

A reply to the Builders' letter is expected in the course of a few days. The contents of your letter E of the 28th ultimo were discussed with the Builders and a plan № 740605b of pipe lines in cargo oil pump room is being forwarded under separate cover, and in this plan it will be seen that an arrangement is now proposed to be fitted whereby the cargo oil line will be blank flanged for the purpose of preventing water accidentally entering from the sea into any of the spaces into which the cargo oil tanks Nos. 1 to 4 are divided. While the introduction of blank flanges would meet the requirements of the Society's Rules which were discussed with me during my visit to the London Office a criticism of the arrangement proposed may be offered, viz. that when general cargo is carried in the middle tanks Nos. 1 and 4 (if such is the Owners' intention) the possibility of flooding adjoining tanks for the purpose of trimming the vessel is defeated by the blank flanges. When the Owners' intentions are definitely ascertained it may be thought necessary to make other arrangements with regard to middle tanks Nos. 1 and 4. For the purpose of supplying you with information regarding the available pumps fitted on board I have obtained the following particulars from the Builders:-

For dealing with the cargo oil there are two cargo oil pumps, each of 100 t/h capacity. The dimensions of these pumps are as follows:-

steam cylinders	2 of	400 mm Ø
pump "	2 "	340 " "
Stroke		350 "

In the after pump room there is a bilge pump with a capacity of 30 t/h, having the following dimensions:-

2 x 150 x 170	mm
150	

In the forward pump room there is a Duplex pump with a capacity of 70 t/h, having the following dimensions:-

2 x 160 x 210 mm
150

The discussions between the Builders and the Owners were conducted by Messrs. Howaldtswerke with Mr. Muir, the Director of the Unilever Co.

I am, Dear Sir,
Yours faithfully

A Chisholm

The Secretary,
LONDON



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Director of f

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