

"TOSA BAY" ex "DAN-Y-BRYN"

IT IS SUBMITTED Messrs. World Wide (Shipping) Ltd. be informed with reference to the recent telephone conversation between their Mr. Troop and Mr. Clemmetsen that if this ship is to load a cargo of ore without utilising the midship deep tanks then the following distribution of cargo should be adhered to:-

Hold No.1	10%
Hold No.2 aft	16%
Hold No.2 forward	32%
Hold No 4	33%
Hold No. 5	9%

It will be noted that No.2 hold has been divided into forward and aft portions, the aft portion is assumed to extend from frames 93 - 107 and the forward portion from frames 107 - 133. The cargo in this hold should be trimmed so that the centre of gravity of the aft portion is approximately at frame 100 and that of the forward portion approximately at frame 120. The assumed centre of gravity of No.4 hold is about midlength and of Nos. 1 and 5 somewhat closer to midships than midlength. The relative amounts of cargo in Nos. 1 and 5 holds could be adjusted to meet trim requirements provided the total in both holds remains constant.

The double bottom construction of this ship is generally suitable for a maximum loading of 15 cwt. per sq. ft. and if the density of the ore is such that this ~~would~~ ^{will} be ~~accepted~~ with the ore only stored in the holds than a suitable amount should be carried in the ~~between~~ ^{between} decks.

J *all*
5th March, 1965.

Ltr dated 9/3/65 to World-Wide

JK



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Lloyd's Register
Foundation

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