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AIR MAIL LETTER NO. EN-1353

Standard Oil Company (N.J.)
Marine Department
30 Rockefeller Plaza
New York 20, New York

November 9, 1944

Ref. 49

Dear Sirs:

Under existing conditions the "TAMARE" type Lake Tankers, when loading at lake terminals cannot load to their maximum allowable drafts and are required to fill their main tanks in order to utilize their maximum cargo space. When this procedure is effected, the vessels trim by the head and as the side tanks are not adapted to carry cargo, it is necessary to alter trim by carrying several feet of ballast in their after ballast tanks.

Since the vessels are not loaded to their marks and water ballast is not a pay load, this practice is uneconomical, and carrying water at the level of the bilge plates in the tanks in question has accelerated wastage to the extent that plate renewals in the bilge strakes has now become necessary.

To obviate these circumstances and take advantage of the allowable maximum drafts, additional cargo space is required and this will involve conversion of one side tank each side for this purpose. The dry-cargo spaces situated between Nos. 2 and 3 ballast tanks are the only ones available and are suitable for the scheme because of their location slightly abaft the tipping center.

The tanks in question have a capacity of about 900 barrels (130 tons) each side and by utilizing them for oil cargoes, the necessary trim and maximum draft may be obtained. This can be accomplished by light loading No. 1 main tank to the extent of 426 / 555 barrels according to the gravity of the oil, and handling this amount in converted tanks, together with the additional cargo required to load the vessel to her maximum draft and trim.

Subject to your approval and the Classification Society's requirements, it is proposed to make structural and other changes to the vessels aforementioned, for the conversion of the dry-cargo spaces to oil cargo tanks. The work could be effected at the regular drydocking periods all of which are scheduled within the first quarter of next year. A summary of the alteration details and estimated costs together with the calculations of the gains in haulage and freight are attached herewith.

We submit the above recommendations for your consideration and approval and request your advices in regard to any possible changes in tonnage resulting from the conversion.

Yours very truly,

J. S. McMURRAN
Port Engineer

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