

Motor Tanker "JOSIAH MACY"

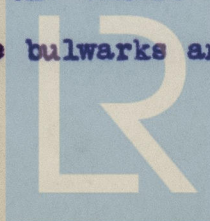
An application has been received from the Owners for the re-assignment of freeboard to this vessel under the Regulations recently adopted by the Danzig Authorities.

A letter has been received from Mr. Chisholm in which he states that an official of the See-Berufsgenossenschaft has discussed with him the interpretation to be made of Rule ~~100~~ C., Page 126 of the International Load Line Convention, with special application to this vessel and to the case of the sister ship "SVITHIOD", which was recently dealt with for re-assignment of freeboard under the 1930 Load Line Convention requirements.

The Rule referred to provides that

"ships with bulwarks are to have open rails fitted
"for at least half the length of the exposed portion
"of the weather deck, or other effective freeing
"arrangements."

These two ships have continuous plate bulwarks fitted in the wells, and in the case of the "SVITHIOD" additional freeing port area was obtained by cutting additional freeing ports in the bulwarks. The same point arises in the "JOSIAH MACY", and the See-Berufsgenossenschaft have informed Mr. Chisholm that, in their opinion, this method of obtaining the freeing port area, which had been agreed to by this Society, is not satisfactory, and in all vessels flying the German Flag which have been dealt with by the See-Berufsgenossenschaft the Owners have been required to remove the closed bulwark plating and fit open rails as required in Rule ~~100~~ C. The See-Berufsgenossenschaft propose to take this matter up with the Germanischer Lloyd, and thereafter approach the Owners, and in Mr. Chisholm's opinion the Owners of the "JOSIAH MACY" may be required to remove the bulwarks and fit open rails.



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It is submitted Mr. Chisholm be informed that, as will be seen from the above quotation, while the Convention requires open rails to be fitted for half the length of the well when there is no trunk between the detached superstructures, it also provides, as an alternative, that other effective freeing arrangements be fitted; and in all cases, the Regulations as applied to existing vessels have to be complied with in so far as they may be found to be reasonable and practicable.

The question of the substitution of freeing ports for open rails in existing vessels of this type has been discussed by Representatives of the Board of Trade and of the Assigning Bodies in this country, and a provisional arrangement was arrived at to the effect that a freeing port area equal to 25% of the area of the bulwarks might be approved, provided efficient drainage was arranged at the ends of the wells, and an efficient arrangement of overboard scuppers be fitted. In the case of the "SVITHIOD", the freeing port area in the after and forward wells was 37% and 34% respectively. In dealing with these cases in this country, therefore, it is considered that effect will be given to the above arrangement.

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