

Motor Tanker "JOSIAH MACY".

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A letter has been received from Mr. Chisholm with reference to the re-assignment of freeboard to this vessel under the Regulations adopted by the Danzig Authorities.

It appears that a point has been raised by the See-Berufsgenossenschaft in regard to the requirements of Rule C, page 126, of the International Convention, in the case of this vessel and the sister ship "SVITHIOD".

It would appear that the See-Berufsgenossenschaft were of the opinion that the arrangement adopted in the case of the "SVITHIOD", namely, to cut large freeing ports in the existing bulwarks, was not a satisfactory one, and it was stated that in all vessels flying the German Flag which have been dealt with hitherto by the See-Berufsgenossenschaft the Owners have been required to remove the closed bulwark plating and fit open rails, and it was proposed to take the matter up with the Germanischer Lloyd.

Mr. Chisholm states that it is not expected that this decision will be retrospective, and the Owners will not be required to alter the existing arrangements in the case of the "SVITHIOD".

It is submitted Mr. Chisholm be informed that 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, provision is made in the Convention for equivalent arrangements to be approved, and in the case of existing vessels the Regulations have to be complied with *only* as far as may be reasonable and practicable.

The question of substitution of freeing ports for open rails in existing vessels of this type has been under consideration by the Board of Trade and the Assigning Bodies in this Country, and it has been suggested that in the case



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of existing vessels a freeing port area equal to 25% of the area of the bulwarks might be approved, provided efficient drainage be ~~provided~~ <sup>arranged</sup> at the ends of wells and an efficient arrangement of overboard scuppers be fitted.

In the case of the "SVITHIOD" it would appear that the freeing port area in the after and forward wells was 37% and 34% respectively, and it was therefore considered that the arrangement was satisfactory.



19.6.31.



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