

In accordance with the Committee's instructions we have again inspected the steel S.S. "Assyrian Monarch", while in the Millwall Docks, for the purpose of further reporting whether, in our opinion, "it is really desirable to close permanently the freeing ports and scuppers of this and similar vessels, in view of the fact that the arrangement is for carrying cattle in a satisfactory manner", and in reference thereto we beg to make the following observations for the consideration of the Committee:-

We observed that the open part amidships had been filled in by a deck laid and caulked, as was done in the case of the sister ship "Persian Monarch", for which vessel a load line of 23' 6" was last week submitted for the consideration of the Committee. There are also scuppers at the Main deck, and fourteen ports on each side, through the sides of the vessel. In addition to which, there are three larger ports on each side for the entrance and departure of cattle, and through which the refuse is discharged.

When the shelter deck was open amidships, - as shown in the accompanying drawing, - thereby exposing the Main deck to the liability of being flooded by water finding its way into this part, these



freeing ports and scuppers were essentially necessary for the purpose of relieving the main deck of such water; but these openings in the deck being now closed, and water being unable to find its way through these parts to the main deck, these ports and scuppers become unnecessary for the purpose of freeing the deck of water, and the only question remaining is how far they are necessary or desirable for the special trade for which these vessels are intended.

It may be observed that though formerly it was customary in bringing cattle across the Atlantic, to clear out daily the refuse in the stalls, this has been discontinued for a considerable time, and now the bedding of straw which is laid in each stall on the vessel leaving port, is allowed to remain until her arrival at the port of destination. On the discharge of the cattle, this bedding, together with the refuse and accumulation of waste fodder, is cleared out through the large cattle ports before referred to, which are generally provided in this type of ship, and when fitted as in this ship, are always used for this purpose.

After the refuse is thus cleared away, a hose is brought to play on all parts the cattle have occupied, and the drainage from

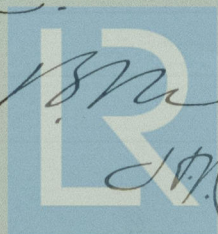


this either passes through the scuppers formed in the sides of the vessel, or passes down into the bilges by drain pipes, or into specially prepared tanks by the same means, and from thence is pumped out of the ship. It may however be remarked that whether this drainage passes into the bilges or through the sides of the vessel, the ports in question are useless for this purpose, as the lower parts of them are more than a foot above the deck stringer plate.

Under these circumstances, it is respectfully submitted that as the ports in question - previously used as freeing ports - are not necessary for the trade in which the ship is engaged, and that now the shelter deck is completely covered in, their effect, if left open or temporarily fastened, can only be to let water into the ship, and thereby tend to damage cargo in the hold, and to endanger the vessel's safety. These ports should be permanently closed, and the scuppers through the sides, should, <sup>if retained</sup> it is considered, be fitted with non-return valves, so that at the deep load line approved of 23<sup>ft</sup> 6", no water should be permitted to find its way through the sides into the vessel.

G.C. 14/4/87

13/4/87



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Lloyd's Register  
Foundation

GLS187A-0104 (3/3)