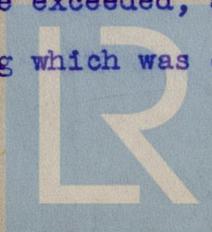

It is proposed in this case to admit a certain amount of water into No.3 hold in the ballast condition, and this proposal was dealt with in the Secretary's letter of 26th ultimo.

A letter has now been received from the Builders in which they take exception to the compensation which was then required and state they cannot see any reason why the carrying of a small amount of water in the bottom of the hold should "necessitate an increase in the scantlings as we feel "sure that there are many occasions in which the carrying of "coal or other cargo may impose a much greater strain on the "items in question".

A It is submitted the Surveyors be requested to explain to the Builders that the Rules of the Society contain requirements which apply to compartments intended to carry water ballast, such as deep tanks. These requirements are based on the assumption that the tanks are full and of normal length, whereas in this case the hold is 5 $\frac{1}{2}$ feet in length and is partially filled.

The case was originally dealt with on the statement made in the Surveyors' letter of 16th ultimo that the water would extend to the top of the tunnel, whereas it is now stated that the water will not exceed a depth of 4'9" above the tank top. The Committee, of course, could exercise no supervision over the amount of water carried in this hold on any given occasion, and there are two alternative methods of dealing with the Builders' point.

The first is to assume virtually that this height of 4'9" will on occasions be exceeded, and to require substantially the stiffening which was originally indicated,



that is to say, in order to utilise the bars already delivered to fit reverse angles to every second stiffener of the transverse bulkheads, to every stiffener of the tunnel recess, and to fit brackets attaching the tunnel stiffeners to the tank top.

The other alternative is for the Builders to secure an undertaking from the Owners that in no circumstances will the depth of the water to be admitted into the hold exceed 4'-9", and, in that case, to accept a modified amount of stiffening, namely:- reverse bars to every third stiffener on the transverse bulkheads and to alternate stiffeners on the thrust recess bulkheads, and to fit brackets to each tunnel stiffener.

The case is submitted for consideration on either of the above two bases.

*Doris 201
Ch. Ship Surveyor
look into conditions
S.A.*

Jay
5.7.39.

[Handwritten mark]

