

LLOYD'S REGISTER

PORT-GLASGOW

Recd. 17 JUN. 1924

Ans'd.

Ack 17 JUN 1924

16th June, 1924.  
Monday.

LONDON

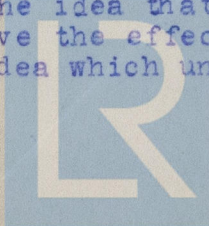
Dear Mr. Scott,

I duly received yours of the 4th instant, and carefully note the result of the investigations which have been carried out in the "Gretaston" case. Two points strike me in connection with the figures and statements which you make.

While it is quite true as I stated in my letter of 2nd May that it had been pointed out to the Owners that the loading was the worst possible for a new ship, I should not like you to understand that in my view the ship should not be able to stand this loading under normal circumstances. On the contrary I do think that every owner of a cargo ship is entitled to expect that the ships with our highest class will stand such conditions, provided the weather or other external circumstances are not abnormal.

With regard to the figure of stresses which you quote and which on the face of them is somewhat alarming, I am perfectly convinced that the vessels constructed under the old rules did successfully withstand such stresses. In any case we frequently had experience of vessels loaded under these very trying conditions which did not show excessive signs of strain.

Taking these two points into consideration and bearing in mind particularly the statement of Sir James Redhead at the committee meeting when the Rules were under consideration that he had had experience of vessels being not more than sufficiently strong abreast of the stokehold, I think we would be well advised to seriously consider whether it would not be desirable to provide that the strength through the Bridge, especially in the way of the openings, should not be reduced below the point reached by the old rules. If Sir James Redhead's experience was general, and I am bound to say I believe it was, there was no justification for a reduction at this point, and I have a feeling that had some of us not been carried away by the idea that the re-distribution of deck strength was going to have the effect of increasing the strength at this part - an idea which undoubtedly is not justified.



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justified by the new rules as finally approved, we would at least have maintained our previous practice of increasing our bridge decks slightly above the old rule requirement.

So far as I am concerned, I am convinced that far from the re-distribution of deck strength having helped us at this point, the increase to the weather decks in the wells has actually had the effect of transferring more stress to what under these trying but nevertheless quite commonly met with conditions of loading, has proved in this instance to be the weakest part of the ship.

Yours faithfully,

*James L. H. Gow*

A. Scott, Esq.,  
Lloyds Register of Shipping,  
London, E.C. 3.



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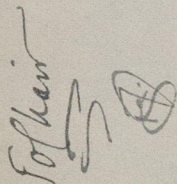
To the Chief Ship Surveyor

a.s.

18/6/44



former Redman  
to note

Folkner  




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