

PORT-GLASGOW

29th April, 1924.
Tuesday.

LLOYD'S REGISTER
Recd. 30 APR 1924

Ans'd.

LONDON

Dear Mr. Scott,

The first of the vessels built by us in Port Glasgow to Lloyd's New Rules has now returned from her first voyage, and I am sorry to find that she has sustained damage to the bridge deck, a considerable crack and buckling having developed abreast of the stokehold opening on both sides. In looking into the matter I am very much surprised indeed to find that the thickness of the bridge deck plating and stringers is less under the New Rules than it would have been under the old Rules.

Throughout the discussion on the New Rules my recollection is that it was always understood by me that weather deck thicknesses were to be increased; in fact I remember protesting against what I thought was an excessive increase which was going to give us extremely heavy plating and difficult to work in the wells of ordinary poop, bridge and forecastle type of vessels. So strong was this impression in my mind that as a matter of fact since the introduction of the New Rules we have ceased putting on a special local increase of thickness on bridge decks abreast engine casings where, for various reasons of loading, etc., we have for some time made a point of putting in local strengthening on our own account, when the vessels were built to our own specification.

This vessel is being repaired in Hull and one of your Senior Surveyors in Glasgow was sent by Dr. Montgomerie, and was accompanied by our Mr. Kelly. Recommendations by him are being carried out and will have the effect of giving this particular part substantially the same strength as the old Rules required.

I am still in doubt as to whether my understanding of the intention of the New Rules, namely, to increase rather than decrease the strength of decks - including bridge decks - was wrong, or whether owing to the re-drafting of the tables this particular/

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particular vessel happens to fall under a minimum category, but on looking at several somewhat similar vessels I find the same result, namely, that the New Rules permit the bridge deck being thinner than the Old Rules, but as this vessel - namely, about 400' in length - is a very common size, I do think that it is essential that the question of these deck thicknesses should be reconsidered, and I shall be very pleased to hear from you on the subject.

Meanwhile I may say that we are taking steps to strengthen the bridge decks of all our own vessels under construction, as it will never do to allow it to get abroad that the New Rules permit of a weakness in this part.

Yours faithfully,

James W. Agow

A. Scott, Esq.,
Lloyd's Register of Shipping,
L O N D O N.



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For the Chief Clerk
a.s. Surrogate

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