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Lloyd's Register of Shipping,

71, Fenchurch Street, E.C.3.

20th April, 1938.

Dear Sir,

I duly received your letter of the 16th instant respecting the steamer "MOUNT ATHOS", and in reply to inform you with regard to Clause A in your letter you should refer to the instructions to Non-Exclusive Surveyors, Clause 151, and be guided accordingly in respect of the permissible reductions from the original thicknesses to .62 amidships and .44 at ends.

You are under a misapprehension in considering the minimum thickness amidships to be .58 and the minimum thickness at ends to be, bottom .43, sides .42, as these thicknesses represent the scantlings of the shell plating which would have been required if the vessel had been built in accordance with the Rules now in force. The present Rule requirements were forwarded to you in view of the fact that this vessel was built so long ago as 1913 in accordance with the Rules then in force, and therefore the scantlings of the shell plating as originally fitted are in excess of the present Rule requirements and this may be taken into consideration in determining what renewals or repairs are necessary, and having regard to these considerations, plates amidships worn to .45 and plates at the ends worn to .32

The original thickness of C strake at the after

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s.s. "MOUNT ATHOS".

could be accepted. The original thickness of C strake at the after end was .68, but the requirements as to the renewal thickness or repair may be based on the average/ of the plating at the after end.

I may add that you should give effect to the requirements set forth in Clause 151 of the Instructions, referred to above, where it is stated that if material deterioration in thickness of the plating is found, the results of the drillings should be at once reported to this Office before taking further action in the matter.

With regard to Clause B of your letter I have to inform you that no objection is seen to the arrangements at the margin plate lower part in way of the dry tank, provided the arrangement for draining the dry tank and the bilges in way are satisfactory.

I am, Dear Sir,

Yours faithfully,

pro Secretary.

M. Adam Esq.,

DUNKIRK.



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Foundation

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The original thickness of C strake at the after