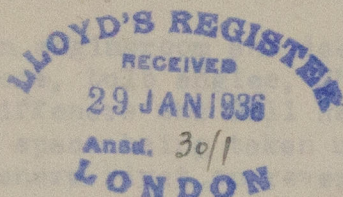


# Lloyd's Register of Shipping

P. O. Box 2

J. MACVEY

& ENGINEER SURVEYOR



PORT SAID,

21st, January, 1936.

T/S " ZAMZAM "

Dear Sir,

I am in receipt of your cable also letter of 16th inst relating to the above vessel, and thank you for your prompt reply.

I communicated the contents to the Owners and was called to Suez. They informed me that the vessel had to go on service on the 1st February for the pilgrims and would finish this about the end of April, and then be laid up until the next pilgrim season.

They asked if the stiffening of the bulkheads and tunnel could be held over until then as they did not have the time to do further repairs.

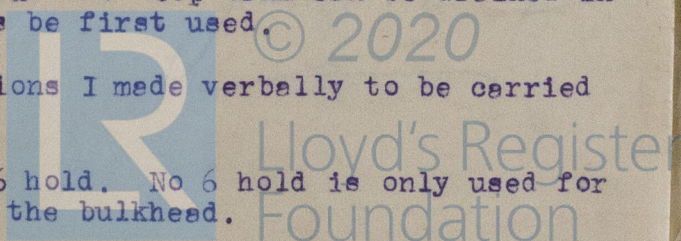
The deep tank at this time was being tested and when I was there over 700 tons of water was in. At this time there were a few trifling leaks on the bulkheads, but no deflections or bulges. I advised not to pump further.

Regarding an approved plan mentioned previously in my letters regarding this vessel, and which the contractors stated they had, I have never seen this, but they said it was similar to the print you sent me.

After a consultation with them I agreed to grant a certificate for the deep tank to carry fresh water up to the top of tunnels, approx 500 tons, for this pilgrim season. As the deep tank can be drained in to the double bottom it will always be first used.

The following recommendations I made verbally to be carried out after this pilgrim season :-

Bulkhead between deep tank and No 6 hold. No 6 hold is only used for ballast sand and this is away from the bulkhead.





T/S " ZAMZAM "

sheet two

All stiffeners, (channel and bulbs) to have reverse bars riveted on, for the whole height and to be made from angles 6" X 3 1/2" X 1/2".

Bulkhead between engineroom and deep tank (below flat, tunnel recess). Present stiffeners, bulb angles, 7" X 3" X 1/2", spaced 30".

There are 12 stiffeners the full height and two short ones, one in each wing, remaining space being taken up by tunnel ends.

To the 12 stiffeners rivet on reverse bars, made from angles 6" X 3 1/2" X 1/2".

The two wing ones do not go to the top and stop at the stringer gusset. From the stringer down to the bilge there is nothing.

Renew those stiffeners in two parts, bringing them to the top having a gusset and down to the gusset of stringer, and from under the stringer down to the frame in bilge.

Those stiffeners to be made from bulb angles equal to the combined strength of the bulb and reverse bar, or a bulb and reverse bar similar to the others.

Tunnels. The frames in the tunnels: are of angles 4 1/2" X 3" X 1/2", the spacing varies from 28" to 46".

Where the frames are above 3' apart I recommend fitting an extra frame between, this frame to be of the same section as above, be electric welded to the tunnel top and sides and riveted to lugs on tank top. There is not the space for fitting a gusset at the bottom, due to pipe lines, or I would have fitted gussets, electric welded them, and not disturbed the tank top.

Where the frame spacing is below 3', I recommend riveting on a reverse bar of angle 4" X 4" X 3/8".

There will be 7 new frames and 10 frames fitted with reverse bars in each tunnel.

I will be greatly obliged if you will let me know if you approve of the above so that I can make it out to the Owners in writing.

I am, Dear Sir

THE SECRETARY  
LLOYD'S REGISTER OF SHIPPING  
L O N D O N

Yours faithfully

*James Murray*  
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Referred to the Chief Ship Surveyor

29 JAN 1930

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JAN 30 1930  
NAVY DEPARTMENT  
WASHINGTON

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"SARAS" "S. S."

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