

COPY.

H.

Lloyd's Register of Shipping,

71, Fenchurch Street, E.C. 3.

16th January, 1936.

Dear Sir,

I have to acknowledge the receipt of your letter of the 9th instant enclosing sketches showing a bulkhead between the new water tank and hold No.6 in the steamer "ZAMZAM", and with regard thereto I have to confirm the following cablegram sent to you today, namely :-

"STIFFENING AS SHOWN ON PLANS DEEP TANK BOUNDARY
"BULKHEAD NOT EQUIVALENT TO RULE REQUIREMENTS STOP
"REVERSED BARS SHOULD BE FITTED TO EVERY STIFFENER STOP
"THIS APPLIES BOTH BOUNDARY BULKHEADS STOP TUNNEL
"STIFFENING SHOULD BE REINFORCED AS MAY BE NECESSARY TO
"COMPLY WITH RULES STANDARD".

The sketches are being retained etc.

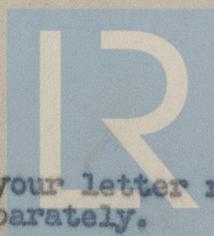
I am, Dear Sir,

Yours faithfully,

Secretary.

J. Macvey, Esq.,
PORT SAID.

P.S. The remaining part of your letter regarding freeboard etc. is being dealt with separately.



© 2020

Lloyd's Register
Foundation

W98-0099/3

COPY. PORT SAID

16.1.36

M

ZAMZAM
SAWOZ = stiffening
NAALF = as shown on
MYIFD = plans
SGYSU = deep tank
BOUNDARY
ENYMU = bulkhead
MARJE = not
JELIG = equivalent to
OWIPT = Rule requirements
SAZPO = STOP
OTYKO = Reversed bars
PAWIM = should be fitted
SMOLJ = to
JEPVA = every
SAVEV = stiffener
SAZPO = STOP
SLECE = This
ADWIX = applies
ENGHO = both
BOUNDARY
ENYMU = bulkheads
SAZPO = STOP
SOKUF = Tunnel
SAWOZ = stiffening
PAZEN = should be reinforced
AHHIZ = as may be necessary
SMOLJ = to
FAHWU = comply with
OWILP = Rules
RYZEV = standard



© 2020

Lloyd's Register
Foundation

w98-0099 2/3

COPY.

holds below the lower fresh water tanks, and No. 2 hold, also below the lower deck, into oil fuel tanks, was dealt with in September 1954 in respect of a submission by the Alexandria Surveyor.

No particulars were available in this office of the scantlings of the tunnel and the athwartship bulkheads which form the boundaries of the tanks in the after holds, and the Surveyor was informed that in order that the question of the additional stiffening to these parts might be considered a sketch should be forwarded showing the existing scantlings.

The Port Said Surveyor now states that the proposal to construct oil fuel tanks in No. 2 hold has been completed in the meantime.

He forwards two sketches of what is stated to be a bulkhead between new water tank and hold No. 6. On these plans the stiffeners are stated to be of 10" channels and 7" ribs

MACVEY

PORT SAID

ZAMZAM SAWOZ NAALF MYIFD SGYSU BOUNDARY ENYMU MARJE JELIG
OWIPT SAZPO OTYKO PAWIM SMOLJ JEPVA SAVEV SAZPO SLECE ADWIX
ENGHO BOUNDARY ENYMU SAZPO SOKUF SAWOZ PAZEN AHHIZ SMOLJ
FAHWU OWILP RYZEV

are practically completed :-

"STIFFENING PLANS ON PLANS DEEP TANK BOUNDARY BULKHEAD
"NOT EQUIVALENT WITH REQUIREMENTS SPECIFIED REINFORCED BARS
"SHOULD BE FITTED TO EVERY STIFFENER STOP THIS APPLIES
"TO BOTH BOUNDARY BULKHEADS STOP TUNNEL STIFFENING SHOULD
"BE REINFORCED AS NECESSARY TO COMPLY WITH STANDARD".

(See separate endorsement in regard to other points mentioned in Surveyor's letter)



© 2020

Lloyd's Register
Foundation

W98-0099 3/3