

Copy of a letter received from  
SOCIETE MIST DE NAVIGATION MARITIME (S.A.E.)  
Dated Alexandria 4th September, 1934.

W98-0108

Addressed to:-

H. Bishop, Esq.,

Alexandria.

Dear Sir,

S/S "ZAM ZAM"

We beg to enclose herewith drawings in connection with new deep tanks for oil fuel and fresh water, proposed for our above steamer, together with following explanatory notes on same for approval of Lloyds Committee.

This vessel is solely employed for the carriage of 1st, 2nd and 3rd class pilgrims, and the total number carried is about 2,200. The carriage of cargo in this vessel is entirely dispensed with and the ship is at present ballasted with about 2,000 tons of sand distributed in various holds.

We found after the 1934 pilgrimage, that the carrying capacity of fresh water and fuel insufficient, and therefore desire that a further 1,500 tons of fresh water and 800 tons of oil fuel be carried.

FRESH WATER: The proposed fresh water tank is to be constructed between bulkheads 34 Aft and 57 Aft. At bulkhead N°34 the height from the Tank top midship is only 10 ft. (approximately) and it is proposed to extend this bulkhead to the orlop deck, another 5ft.9ins. The hatch coamings to be removed, the deck beams extended and the deck head covered with the same thickness of plating as fitted at present. Four manholes to be fitted in this tank with suitable ladders.

The water from this Deep Tank to be arranged to run by gravity into the double bottom tanks Nos.7 & 8. An independent suction on each compartment to be also arranged for pumping overboard through the ballast line. Suitable valves for controlling flow of water into ballast tanks to be fitted, having spindles led up through tank top with hand wheels arranged on orlop or Tween decks.

The filling arrangements to be made from the main deck and to consist of 4" pipes with brass caps and 4" air pipes with swan necks.

We request that the proportion of carrying water in N°5 lower hold in accordance with Drawing N°1580 be extended and also carried in N°6 hold from frame N°58 to N°78, and converting N°9 ballast tank to carry fresh water instead of oil fuel as at present. The compartments which will be reserved for fresh water will thus be Nos.5, 6, 7, 8 and 9 tanks including N°5 lower holds and N°6.

FUEL OIL With regard to the oil fuel capacity, we request that the lower section of N°2 hold be converted into a deep tank from bulkhead N°33 and N°40 forward to N°61 forward. By this method the existing bulkheads may possibly require to be electrically welded and thoroughly tested for the carriage of oil fuel. The carrying capacity of this lower section will give us over 1000 tons. Drawing N°1581 is submitted to show the proposed arrangements for carrying fuel oil.

If this proposal meets with Lloyd's approval we should very much like to have their early confirmation as the matter is urgent.

Yours faithfully,