

S.S. "ZELO".*

Dimensions: 308 x 42.9 x 22.

This vessel, which was built by Messrs. S.P. Austin & Sons in 1921, is of the single deck collier type with large hatchways.

A letter has now been received from the Owners, Messrs. The Pelton Steamship Co., stating that their Stevedores at Rouen refuse to make good the damage to the plating of the inner bottom and shaft tunnel caused by the grabs used in discharging the cargo, on the ground that the recommendations of Lloyd's Register regarding the fitting of wood sheathing to the inner bottom and shaft tunnel have not been complied with.

The Owners desire to be informed whether the recommendation referred to by the stevedores applies to cases in which the thickness of the plating has been increased in order to dispense with the ceiling in accordance with the Rules of this Society.

The regulations of the Society on this point at the time the plans of the vessel were approved, November 1919, read as follows:-

Section 42. 1. "All vessels are to be closely ceiled from the main keelson to the upper part of the bilges, the ceiling to be secured in such a manner as to be easily removed.

3. The ceiling of the double bottom of a cargo hold may be omitted, except under the hatchways and over the limbers at the bilges. If the ceiling is omitted under hatchways, the tank top plating is to be increased .08" in thickness in way of the hatchways".

Section 19. Clause 15. "Shaft Tunnel. The top plating in way of the hatchways is to be not less than .10" thicker

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than the remaining plates or to be covered with wood not less than 2" thick.

In the Revised Rules, issued in July 1922, the same requirements are embodied but an additional paragraph has been added:-

Section 31, Clause 1(c). "Where the cargo is intended to be discharged by grabs or similar mechanical appliances, it is recommended that the ceiling be doubled or the inner bottom plating be increased .20" in thickness".

In the case of the "ZELO" no ceiling is fitted on either the tunnel or the inner bottom but the thickness of the plating of the tunnel has been increased .10" and of the inner bottom .14", this latter increase being .06" greater than is required by the Rules.

It is submitted the Owners be informed that the Rules of the Society at the time the vessel was built permitted the omission of ceiling, provided the thickness of the inner bottom plating was increased, and that the vessel, as built, is in excess of the requirements of the Committee in this respect.

Further, in the Rules of 1919-20, ^{there was} no recommendation that ceiling should be fitted in specific cases nor was there any reference to the arrangements required when the cargo was discharged by grabs.

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