

Messrs. Workman Clark & Co's Nos. 506-7-8-9

These vessels are of the shelter deck type with tonnage opening, and scuppers are fitted in the shelter 'tween deck space. The Belfast Surveyors were informed that these scuppers should be closed with storm valves, or alternatively by non-detachable screw-down plugs fitted in positions which are accessible at all times.

The Builders now write stating that they are surprised at the requirement that storm valves must be fitted to the scuppers in these 'tween deck spaces. They state they have completed over a score of ships, some of them very similar to those now building, and have not fitted storm valves to these scuppers.

The facts in this case are that the requirement to fit storm valves to these scuppers appeared first in the Rules of 1925. Previous to that, the practice had existed of ~~only~~ requiring these storm valves to be fitted <sup>only</sup> if the water line was two feet or less from the deck edge, *or where the discharge was within two feet of the waterline.*

In the vessels mentioned by the Builders, all except one were built before this requirement came into force, and the one exception alluded to was approved on the basis that she was a sister ship to two others which had ~~previously~~ been built *prior to the amendment of the rules.*

It is submitted the Surveyors be requested to inform the Builders to the above effect, and further, that it has been ascertained from the Board of Trade that these storm valves will not affect the question of exemption from tonnage measurement, provided the clear area through the scupper is not less than that of a  $3\frac{1}{2}$ " pipe.

It is noted the Builders have arranged to fit storm valves as now required.

*Sti. 23/4/29  
Cred. 26/4/29*

*L 7/4*

25.4.29.