

STANVAC NAIROBI

IT IS SUBMITTED the Mobil Shipping Company be informed, in reply to their letter of January 24th, that the Society consider the results of drilling surveys not only on the basis of the deterioration of individual plates but also on the basis of general deterioration of the structure. The general deterioration which takes place on the deck and sheerstrake, also on the bottom and bilge, is that which most affects the longitudinal strength of the ship as these are the top and bottom flanges of the hull girders.

The usual basis for topsides is made by summing the thicknesses of the deck plating stringer and sheerstrake and comparing these with the original thicknesses. In the case of the above type of tanker, the percentage deterioration should not exceed 17%. However, if the deterioration exceeds this figure one or more strakes of deck plating should be renewed for the half length amidships. ~~in order to restore the deterioration below 17% of the original thickness.~~



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