

Sent to Chief Surveyor 28/9/92

Received from Chief Surveyor

VESSEL'S NAME

Massachusetts

Report

Lon. No. 53875

The remarks of the Chief Surveyor are desired on this Case for the consideration of the Classing Committee.

(The endorsement to certain a sufficient summary of any repairs that may be required and to show the nature and causes of such repairs, and also to bring out clearly any exceptional features in connection with the case, so that the Classing Committee may have all the salient points presented in the endorsement. - Extract from the General Regulations, Report, 21/3/92.)

Nature of Survey

SpecialSample rivet head"MASSACHUSETTS"

On the vessel's arrival in October last at New York, the Surveyor reports that leaks were found just above the close ceiling forward. Temporary repairs were then effected. On the vessel's arrival in London she was examined in dry dock by two of the Surveyors, who now report that they found a number of unsatisfactory rivets on both sides of No.2 hold, at the upper part of the bilge. A little over 300 rivets have been renewed at this part.

One of the rivets removed is herewith forwarded for the inspection of the Committee, and indicates the unsatisfactory character of the riveting. The "plug headed" rivet produced, indicates that the rivet hole did not conform with the rivet head, further, that the heads were not laid up, and that the rivet did not fit the rivet hole.

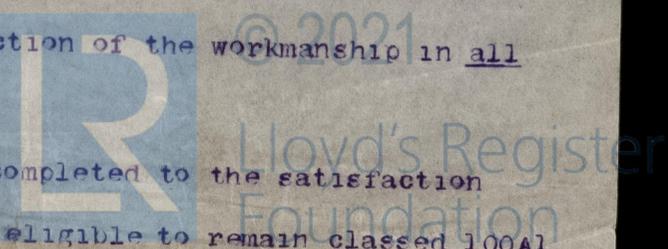
It is submitted that where "plug headed" rivets are used for the outside plating, the rivet holes should be properly countersunk inside, so as to conform to the shape of the heads, and the latter should be carefully laid up.

The Surveyor at Belfast under whose survey the vessel was built should have his attention drawn to the unsatisfactory workmanship in this instance, and the sample rivet should be forwarded for his inspection. He should note that the plug head did not conform with, nor fill the hole, nor was the head laid up, and that this very unsatisfactory work has led to considerable expense and inconvenience. In future he should be requested to exercise greater care in the inspection of the workmanship in all vessels building under his survey.

The repairs having been completed to the satisfaction of the Surveyor, the vessel appears eligible to remain classed 100A1

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with fresh record of survey 11,92 as recommended.

*J.S.M.* *G.S.*  
30.11.92.

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