

Sent to Chief Surveyor 14.12.92.

Received from Chief Surveyor

VESSEL'S NAME "MASSACHUSETTS".

Report London No. 53875.

For the CHIEF SURVEYOR ~~and CHIEF ENGINEER SURVEYOR~~

(In cases which have to be submitted to the Classing Committee "the endorsement to contain a succinct summary of any repairs that have been required and to show the cause or 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 Sub-Committee's Report, 24/5/92.)

Nature of Survey

When due

This case engaged the attention of the Classing Committee at their meeting on the 2nd instant, when it was deferred for a reply from the Surveyors at Belfast as to the unsatisfactory riveting found by the London Surveyors. In their reply (which is herewith appended) the Belfast Surveyors express the opinion that the rivet head forwarded to them indicates that it was well laid up. In view, however, of the greater liability to be started of plug-headed than pan-headed rivets, when the vessel comes into contact with hard substances, the Builders have now ceased to use rivets with plug heads. They add that the Builders consider the vessel must have come into contact with something sufficient to account for the rivets being started, although not sufficiently heavy to leave any permanent impression on the plating.

It is thought there is no rivet head so satisfactory for watertight work as the pan-headed rivet, and it is considered this unsatisfactory case is the result of using plug-headed rivets, and it is gratifying to find their use has been discontinued by Messrs. Harland & Wolff (Ltd).

*Wm. G.S.*  
19/12/92.

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