

Case of the Steel S.S. "ROSALIE" 4303 tons gross. Built at Newcastle by the Northumberland S.B.Co. with a view to class ~~M~~100A1 "Spar Deck".

The Newcastle Surveyors on calling the attention of the Builders to the matter of caulking the main deck of this vessel, received from them a letter which they forwarded to this Office on the 14th December last, in which the Builders stated they did not intend departing from the practise which had prevailed so long in regard to the caulking of the decks other than the weather decks in Spar Deck vessels.

The Newcastle Surveyors were requested on the 15th December to inform the Builders that a "Three Deck Vessel" is one that has two or more complete decks laid and caulked, and that in Spar and Awning Deck vessels the main deck is to be completely laid and caulked; also that when iron or steel main or middle decks are fitted in place of complete wood decks they should be caulked as is contemplated by the Rules and done in other districts.

The Surveyors stated in reply, in a letter dated 30th December, that the Builders on being informed stated they were quite able to read the Society's Rules and did not understand them to require other than upper or weather decks ~~and~~^{to} be caulked when of iron or steel. The Surveyors assured them the Committee intended that when an iron or steel main or middle deck is fitted in Spar Deck or Three Deck Vessels, in place of a complete wood deck, the same should be caulked. But the Builders informed them that they had fully determined not to caulk steel or iron main or middle decks in vessels building by them under survey of the Society's Surveyors, upon the grounds that whatever might be the Committee's intention, the Rules do not require other than upper or weather decks of steel or iron to be caulked. They added that the paragraphs ⁱⁿ sections 41 and 42 relating to caulking relate only to wood decks.

The Surveyors were requested ~~in reply by letter dated 2nd January,~~ to inform the Builders that wood, iron or steel main or

or middle decks of three deck, spar deck, or awning deck vessels should be laid and caulked (see Section 41, pars. 1 & 10, Section 42, par.13, Section 43, par.14); the space between the fore and aft stringer angle bars and the outside plating should be filled in and made watertight, (see Section 41, par.7, Section 42, par.12, Section 43, par.18), and a sufficient number of scuppers with proper pipes attached to them fitted in all 'tween decks (Section 31, par.3). If, however, an Owner requested that caulking of the main or middle deck might be dispensed with, under special circumstances, particulars should be submitted for the consideration of the Committee.

On the 27th instant the following wire was sent to the Newcastle Surveyors :- "Referring statement First Entry Report "ROSALIE" Northumberland 81, that main deck has not been caulked, Surveyors should state whether Owners ask that under special circumstances caulking main or middle deck may be dispensed with, if so you should state case for consideration".

The Surveyors wrote in reply that the Builders stated they had had no communication with the Owners regarding the caulking of the main deck. The Principal Surveyor adds that "he thinks it right to state that, upon enquiry, he finds there have been many three deck and spar deck vessels built in the Newcastle District and classed in the Society's Register in which iron and steel main and middle decks have not been caulked. It would seem that the terms of par.18 Sec.23, of the Rules have been interpreted to imply that only upper or weather decks of steel or iron are required to be caulked; also Sec.41, par.1 and Section 42, par.13 have been understood to apply to wood decks only. Upon receiving the Official intimation, per Secretary's letter of the 6th ultimo, that, by a correct reading of the Rules, iron or steel main or middle decks are required to be caulked, they communicated the same to all the Builders in their district. The "ROSALIE" is the only vessel completed under their survey since the above named Official intimation was received, in which there has been a steel main deck that has not been caulked, but other Builders intimate to them that they read the Rules in the sam

same way as the Northumberland S.B.Co. The vessel has left the Tyne and is in the Owners possession.

The Surveyors further state in reply to a question wired them on the 29th instant, that the vessel has scuppers in the 'tween deck and the spaces between the frames 'tween decks made watertight.



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