

Messrs. The Blythwood Shipbuilding Co's Yard No. 53, Oil Tanker.

Rule Dimensions:- 476' x 63.5' x 34.16'

Plans of this vessel have been approved in the Glasgow Office. The Surveyors, however, request instructions in respect of the seam riveting, topside and deck plating, and other points.

Seam riveting.

Section 18, Clause 1(b) of the Rules requires that when the vessel's length exceeds 475 feet but is not greater than 500 feet three seams of the side plating are to be treble riveted between the peak bulkheads, with the rivets spaced four diameters apart. Two longitudinal bulkheads are, however, fitted in way of the oil compartments, and in view of this the Builders propose that these three seams should be double riveted with the rivets closed up to $3\frac{1}{2}$ diameters apart. This proposal is in accordance with the practice of the Committee in previous similar cases, and could therefore be approved.

The Surveyors, however, raise the question as to the action which is to be taken in regard to the riveting of these seams between the ends of the oil compartments and the peak bulkheads. The limit in length of vessel for double riveted seams is exceeded by only 1 foot, and the seams in question will be reinforced by the transverse framing which is fitted instead of the longitudinal framing contemplated by the Rules. In these circumstances it is submitted for favourable consideration that double riveted seams be accepted throughout, provided the rivets in three of the seams of side plating between the peak bulkheads be closed up to $3\frac{1}{2}$ diameters apart.

It is further submitted the Surveyors be informed accordingly.

They should also be informed that the thicknesses of the topside and deck plating as amended by them in red are concurred in.

It is noted that the centre line girder under the

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upper deck is to be fitted continuously through the transverse bulkheads, and that a transverse has been required to be fitted at the centre of the oil fuel bunker. These arrangements are concurred in.

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It has been the practice of the Committee to permit this modification in more than one case in the past, but this is evidently not known by the Glasgow Surveyors. It is some considerable time since the information in the possession of approving offices was discussed by them with a Representative of the Chief Ship Surveyor's Staff, and it is recommended that it would now be advisable for Mr. Potts to take a convenient opportunity to visit Glasgow and possibly Rotterdam, with a view to discussing these matters with the Staff in those ports.

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