

Motor Tanker "SOLHEIM", Messrs. Nakskov Skibsvaerft's No.48

Messrs. Nakskov Skibsvaerft are building two tankers, which are sister vessels, for the Hvalfangerselskabet "Norge", the first of which, the "SOLHEIM", has been completed, and the First Entry Report has been received. On that First Entry Report it was observed that three strakes of side shell plating, the butts of which should have been quadruple riveted to be in accordance with the requirements of the Rules and as on the approved riveting list, were treble riveted.

The Surveyors were communicated with, and in a letter received from them they state that these butts are, in fact, treble riveted, and that this is due to a mistake made in the Builders' drawing office. The Surveyors express regret that this mistake was not observed by them.

The circumstances are complicated by the fact that the sister vessel which is being built for the same Owners will have the butts of these strakes riveted in accordance with the Rules. The thickness of the plating is only .03" above the limit given in the Rules at which quadruple riveting becomes necessary, and this fact may be taken to have a bearing on the compensation which should be required in the circumstances.

Two methods of compensation can be suggested which could be recommended to the Committee for approval in respect of this defective riveting. The first of these is to fit a continuous intercostal girder midway between the side stringers which are already fitted in the side tanks, this intercostal side stringer to extend for one-half length amidships, and to be fitted over the butts of each strake. The second is to weld electrically all the butts affected by this error. In either case it is suggested that the consent of the Owner should be obtained, and the Surveyors might be requested to discuss this matter with the

Builders on the above basis.

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This error should have been observed by the Surveyors in ample time for it to be rectified, and it may be pointed out that the amended approved riveting list has been in their possession since May, 1930, and provides for these butts to be quadruple riveted.

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