

Motor Tanker "KOLLBJORG"

Dimensions:- 465' x 60.75' x 34'

This tanker which was built in 1937 is of normal design, transversely framed, and fitted with two longitudinal bulkheads. Apart from the attachments of the deep horizontal girders to the shell, bulkheads and deck, the vessel is entirely riveted.

In May, 1942, it was reported that the deck plating in way of No. 6 tank amidships was showing signs of buckling and working. In July, 1942, at the request of the Owners, extra stiffening, in the form of two additional 6' girders, was fitted to the deck on No. 6 tank. At this time the vessel was granted additional tanker loading.

The vessel left New York in January, 1943 loaded; all the centre tanks were full, the two end wing tanks and the short midship wing tank empty and the remaining two wing tanks, port and starboard full. She subsequently broke in two off South Greenland in heavy weather and is reported to be a total loss.

This case is very similar to that of the "JAGUAR", a tanker of similar dimensions and design which broke in two in the North Atlantic in January, 1939. The loading of the "JAGUAR" was similar to that of the "KOLLBJORG", except that in the latter case the short side tanks amidships appear to have been empty.

In the case of the "JAGUAR", it was considered that, having regard to the average conditions of sea service which hold for vessels of this kind, the loading at the time of the casualty could not be considered as in any way responsible for it.

Comparative strength calculations show that the stress conditions, with normal loading and also with the loading on the critical voyage, were less in the case of the "KOLLBJORG" than in the "JAGUAR".

In the absence of any further information regarding the casualty of the "KOLLBJORG", it is not possible to make any further statement other than that the loading cannot be held to be a factor in the loss of the vessel.

W.S.
20th May, 1943.

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Foundation

Seems

Noted by [Signature]

