

S.S. "QUEEN LOUISE"

This vessel is being converted for the carriage of petroleum in bulk, with cylindrical tanks.

A letter has been received from the Glasgow Office regarding the engine room bulkhead, which forms the forward boundary of the oil fuel tank space.

As this bulkhead had only single riveted seams and butts the Glasgow Office in approving the plans required that the seams and butts should be welded electrically, as in the case of the S.S. "COYLET".

The welding, however, has only been carried out at the lower part of the bulkhead, and not in the 'tween decks; the previous requirements having been stopped as the result of the investigations made in Glasgow, a report of which has been received from the Glasgow Surveyors.

The Surveyors state that the compartment has been tested by them throughout with water, and subjected to a pressure of 8 ft. above the upper deck.

On examination, the part of the bulkhead between the upper and main decks (which was not welded) was found satisfactory, but a number of leaks were found in the vertical seams of plating and in the connecting angle below the main deck on that part of the bulkhead, which had been welded electrically.

It is suggested by Dr. Montgomerie that, in the circumstances, the bulkhead might be approved without any further welding of the seams, but it does not appear that Dr. Montgomerie personally witnessed the tests, or that the local Surveyor was present during the actual welding.



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The result of the investigations recently carried out at Glasgow indicates that reliance cannot in all cases be placed on electric welding reinforcing single riveted seams to make the same equivalent to the double riveted seams required in new oiltight work. Further investigations are however being carried out in this district in order to ascertain whether electric welding if carried out by efficient welders can be made satisfactory.

Otherwise the only solution would appear to be to remove the single riveted seams and fit double riveted straps to obtain the same degree of efficiency as is contemplated by the Rules.

It is submitted in view of the gravity of accepting this tank with single riveted seams, which are to be caulked and injected where required, it is considered Dr. Montgomerie should join the local Surveyer in witnessing the test of the tank and report to this Office the results.

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JH
30.8.21.

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