

W. Ferguson

M/t "HAUKEFJELL" (B.C. Class)
M/t "SIREFJELL" (L.R. Class)
Carrying Petroleum in Bulk

The M/t "SIREFJELL" which had been damaged during the war had a new fore-part built on at Kiel and the electric wiring was completely renewed throughout the ship. The whole of this work was carried out under survey with a view to re-classification.

On the first voyage after these repairs the ship was taken to Gothenburg on account of engine troubles and at the same time serious difficulties with the electric wiring resulting in several short circuits were reported. Investigation by the Gothenburg Surveyors revealed that, contrary to the requirements of the Rules the electric cables were not lead sheathed and this Office was immediately consulted. They were informed that this was a requirement which had never been relaxed and it would be necessary to replace the offending cables and this was subsequently done, the replacement involving about 80% of the total wiring.

Messrs Howaldtswerke, the builders responsible in the first place, requested the owners to take M/T "HAUKEFJELL" to Kiel as soon as possible, she being a sister ship and upon arrival there the Surveyor confirmed similar non-conformity with the Rules. She had been refitted at about the same time as the m/v "SIREFJELL".

The Owners, Messrs Olsen & Ugelstad, now state that the rewiring of both vessels has caused them very heavy loss and they have claimed from Messrs Howaldtswerke to refund outlays consisting of their expenses for the repairs, loss of time, consumption of bunkers, cost of deviation etc. The builders have denied responsibility for consequential damages and the owners have referred the matter to their Club, the Northern Shipowners Assoc., Oslo, who are investigating the legal position.

The owners state they are of opinion Messrs Siemens, the electrical contractors, did not give the Society the correct description of the cables when submitting them for approval and that if the correct information had been given the Society would not have approved them. They ask for verified copies of the plans received for approval in order to substantiate their claims.

The three principal wiring diagrams submitted for approval each show the cables intended to be fitted as "Type MK" this being a standard German type of cable embodying a lead sheath as required by the Rules For Vessels Carrying Petroleum in Bulk. The cables subsequently fitted were "Type MKK" which while superficially similar in appearance and outside finish to Type MK nevertheless has a Buna rubber sheath in place of a lead sheath and is, therefore, not acceptable.

The Kiel Surveyor, Mr. Coslett, whose comments were obtained at the time states that:-



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- (a) The cables he examined at the commencement of installation were lead sheathed as required by the Rules
- (b) He was not informed by the Contractors of their intention to discontinue the installation of this type and substitute the MKK type.

IT IS SUBMITTED the Owners be informed the plans showing the wiring of the M/t "SIREFJELL" which were submitted to London for approval each specified that the type of cable proposed to be used was "Type MK" and they were accordingly approved.

"Type MK" is a standard German designation for a cable having rubber insulation, lead sheathing and basket weave (fine wire) armouring and meets the requirements of the Society for vessels classed for carrying petroleum in bulk.

The plans in question are as follows:-

<u>Drawing Reference</u>	<u>Description</u>	<u>Date of Approval</u>
Siemens-Schuckert No. OAS.175	General arrangement of electric light and power circuits	27.6.49.
Siemens-Schuckert No. OAS.177	General arrangement of control and communi- cation circuits	27.7.49.
Howaldtswerke No. MKE.250a	Schematic diagram of main switchboard	10.10.49.

The Surveyor at Kiel verified at the commencement of work that the cables were of the correct type but cables fitted subsequently without the knowledge of the Society were "Type MKK" in which a rubber sheath is substituted for the lead sheath and do not, therefore, comply with the Society's requirements for tankers.

With regard to M/t "HANKEFJELL" only one plan was submitted, viz. Siemens-Schuckert No. IAS.692a which also showed type MK cables throughout and was accordingly approved on 17.8.49.

CSW

31st January, 1950.

Send photostat copy of plans approved on dates stated above.

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