

Steamers "NORD ATLANTIC" and "RIETFontein".

OERTZ RUDDERS.

Plans of Oertz rudders proposed to be fitted to these Steamers were received from Hamburg on the 12th September last and were returned the next day.

A letter was received from the Hamburg Surveyors on the 20th September, in which they stated that Messrs. Blohm & Voss, who carried out the alterations, took exception to the amendments made on the approved plans.

The Surveyors stated that when the approved plans were received in their Office the "RIETFontein" had already been undocked (apparently with her new rudder fitted in place), and that the rudder of the "NORD ATLANTIC" was completed and ready to be fitted in place.

It was pointed out to the Surveyors that no mention was made of this when the plans were submitted to this Office, and these were dealt with in accordance with the present practice of the Society, on the understanding that the repairs would be carried out in the usual manner after the plans had been approved, and that due effect would be given to the Committee's requirements.

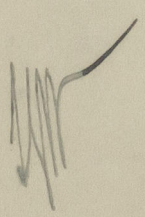
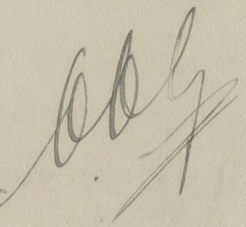
The Surveyors' attention was drawn to certain points regarding the construction of Oertz rudders, and it was pointed out that it was thought that, after the recent similar case of the S.S. "SCHWARZES MEER", care would have been taken at their port to see that a repetition should not occur of rudders being fitted in classed ships before the plans of the same were approved, the arrangements not being in accordance with the Committee's practice.

A letter has now been received from the Hamburg Surveyors, in which they refer to the Oertz rudders for the above mentioned vessels, and state that the various points enumerated in the Secretary's letter of the 1st ultimo have

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been discussed with Dr. Frahm, of Messrs. Blohm & Voss, and also with the Managers of the Repair Departments at this Yard and at Messrs. Deschimag Werk Vulcan Hamburg, and that arrangements have been made to ensure that in the case of alterations to rudders of vessels being made by these firms the plans showing the alterations proposed will be submitted beforehand for the approval of the Committee.

They also state that the Society's requirements have been discussed with Dr. Oertz and his representative, and, as a result of these discussions, information has now been received from Dr. Oertz that the matter of the additional requirements of this Society has been discussed with the Germanischer Lloyd and the Bureau Veritas, and that an agreement has been reached whereby, in the future, the riveting and stiffening of the rudder plates, as required by this Society, will be insisted upon by the Germanischer Lloyd and the Bureau Veritas, and in this way uniformity in the matter of the requirements of the Designers and Classification Societies has now been arrived at.

 27/11/29  J.W.

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