

Fitting of new Rudders of the Oertz type to the Steamers
"NORD ATLANTIC" and "RIETFOONTEIN" at Hamburg.

Letters dated ^{the} 11th instant were received from the
Hamburg Office, enclosing plans of Oertz rudders proposed to
be fitted to these steamers, which were stated to be under
Survey at that Port.

An early approval of the plans was requested by
Mr. Chisholm, and these plans, which were received in London
on the 12th instant, were dealt with and returned on the 13th
instant.

A letter has now been received from the Hamburg
Surveyors enclosing a copy of one from Messrs. Blohm & Voss,
who carried out the alterations, in which the Builders take
exception to the amendments made on the approved plans.

Mr. Chisholm states in his letter that the Repairers'
proposals were based on those approved in the case of the
S.S. "ROEPAT", to which an Oertz rudder was fitted by the same
Firm in October 1926.

The Surveyor further states that, owing to the short
time which the Repairers had at their disposal, they found
it necessary to proceed with the work "although a formal
"approval of the scantlings and arrangements had not been made"

The plans were amended to be in accordance with the
present practice of the Society in these cases, the amendments
consisting of the requirements that the fore and aft flanges
of the angles attaching the transverse plate at the fore side
of the main piece should be double riveted to the fore and
aft plates of the rudder, that the after seam of the rudder
should be double riveted, ^(both instead of single riveted as proposed) and that cross tie plates should be
fitted at the intermediate fore and aft stiffeners between
the arms.

Advantage has been taken of the call of one of the
experts connected with the Oertz Rudder Company to discuss the

question of the construction of these rudders. This expert is connected with the British firm operating this patent, but is not connected with the Continental firm. He stated that the British Oertz Rudder Company considered it to be ~~essentially~~ essential that these rudders should be made watertight, otherwise they would not be accepted by any Shipowners of experience, on account of the ~~great~~ wastage which would occur if watertightness were not effected.

In order that this end might be reached The British Oertz Rudder Company require that the connections above mentioned should be double riveted.

The Oertz Rudder Representative also considered it necessary that the cross tie plates should be fitted, as previously required, in order to prevent panting.

It will be seen from the above that this expert of the Oertz Rudder Company confirms the requirements made in this Office.

It is submitted it be pointed out to Mr. Chisholm that his letters of the 11th instant, transmitting the plans of the Oertz rudders for the Steamers "NORD ATLANTIC" and "RIETFOONTEIN", merely stated that the vessels were at present under Survey at Hamburg, and that an early approval of the plans was requested, which was complied with, the letters being received in this Office on the 12th, and answers being sent on the 13th instant.

Mr. Chisholm now states that when the plans of these rudders were received at the Hamburg Office, the S.S. "RIETFOONTEIN" had already been undocked (apparently with her new rudder fitted in place), and that the rudder of the S.S. "NORD ATLANTIC" was completed and ready to be fitted in place.

It should be pointed out to Mr. Chisholm that no mention ~~was~~ was made of this when the plans were submitted to this Office, and that these were dealt with in accordance

© 2020

Lloyd's Register
Foundation

0213 2/4

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.

It should be pointed out to Mr. Chisholm that the case of the "RCEPAT", referred to, was dealt with in October 1926, in the earliest stages in the fitting of Oertz rudders, and before experience had been gained with them.

Subsequently, a large amount of experience has been gained with these rudders, and the Society's requirements have been somewhat modified in matters of detail.

The question has been discussed in this Office with an expert specially engaged in the design and construction of Oertz rudders, and his view entirely corroborates that held in this Office, namely, that in order to prevent corrosion these rudders should be made watertight, and, to effect this, the connections of the transverse plate at the fore end of the rudder to the side plates, and the seam at the after end of the rudder should be double riveted, as previously required. This expert was also of opinion that the cross tie plates previously required connecting the stiffeners on the side plates and the rudders should be fitted, in order to prevent panting.

Mr. Chisholm should be further informed that it is not correct to refer to the Committee's requirement, that plans of important alterations should be ~~the~~ submitted for approval, before the work is taken in hand, as being a question of formal approval only. These plans have to be submitted in order that they may be carefully examined in this Office, with a view to it being seen that the Rule requirements and the practice of the Committee are being complied with in each instance.

It is thought that after the recent similar case of the s.s. "SCHWARZES MEER", care would have been taken at Hamburg

© 2020
Lloyd's Register
Foundation
0213 3114

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.

As these two vessels have proceeded to sea with these rudders, in which the amendments required by the Committee have not been carried out, it is not easily seen what steps can now be taken with regard to this. It is not thought that the rudders are actually deficient in strength, but that they are so constructed that leakage ~~may~~ occur, causing corrosion.

It is submitted that these rudders should be kept under observation, and examined by the Society's Surveyors at the next and subsequent dry dockings, and reported upon by them, a note being made in the "Special Reasons" List.

The Surveyors should be informed that, in this country, no trouble whatever is experienced in getting plans of these rudders submitted to this Office, in ample time to allow any amendments required to be carried out, and that the Committee's practice with regard to these rudders is entirely in harmony with that of the Patentees.

CCG

1.10.29

L 1/10

*Lr. 20-g. 29
Ausc 1/10.*

Plans



© 2020

Lloyd's Register
Foundation

0213 4/4