

NET 0264
"HOEGH SILVERSTAR"

This vessel was completed in January last and, together with other vessels of the same Owner, was the subject of correspondence which took place with this Office relating to the carrying of oil fuel and other oils in the deep and peak tanks. For this vessel the after deep tank was approved for the carriage of vegetable oil and the peaks and forward and midship deep tanks were approved for the carriage of fuel oil as cargo.

The Owner proposed to carry fuel oil, however, in the after deep tank and certain reinforcement was required to be fitted in accordance with the requirements of the Rules, before this could be approved. This reinforcement, it may be added, was actually fitted ~~by the Owner~~ in the case of the after deep tank of a sister vessel, the "HOEGH SILVERCREST".

This vessel has been surveyed by the Vancouver Surveyor, who has sent a letter to Mr. Bennett in New York and also a personal letter to the Chief Ship Surveyor. The substance of the latter deals principally with a certain amount of corrosion, which has been observed at the after end of the ship and which is unusual in a vessel so recently completed. In the letter to Mr. Bennett this corrosion is the principal subject, but it is also stated that the vessel was also surveyed by the Norske Veritas with a view to classification, and that reinforcement by electric welding had been carried out under the supervision of the Society's Surveyor to enable the after deep tank to carry fuel oil. Mr. Scott, the Vancouver Surveyor, states that this followed in respect of certain plans received from the Owner, which however do not show the special reinforcement which the Committee required when the matter was submitted to them. Mr. Scott has apparently accepted the implied statement that this tank is suitable to carry fuel oil, and his submission is to that effect, and he has also issued an interim certificate bearing that the after deep tank is fitted to carry fuel oil F.P. above 150°F.

The matter is further complicated by the fact that apparently it is the intention of the Owner to transfer the class of this vessel to the Norske Veritas.

It is submitted that the circumstances be reported to the Vancouver Surveyor, who should be asked to explain on what ground he accepted the after deep tank as being fit to carry fuel oil, without reference to this Office.

The facts might also be reported to Mr. Roli, the Senior Surveyor at Oslo, who should be asked if he is aware of any intention on the part of the Owner to transfer this vessel to the Norske Veritas class. Mr. Roli might be requested to call upon the Owner and to remind him that when the proposal to carry fuel oil in the after deep tank was submitted to the Committee by the Builders, certain requirements were made in regard to extra reinforcement which have not been complied with, although they were embodied in the construction of the after deep tank in the case of the "HOEGH SILVERCREST". A copy of the letters then addressed to the Copenhagen Surveyors should be sent to Mr. Roli, and he should be asked to point out that the interim certificate issued by the Vancouver Surveyor must have been issued as the result of a misunderstanding, as the plans supplied to him show no additional reinforcement but only some additional electric welding, and an enquiry has been addressed to the Vancouver Surveyor about this.

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