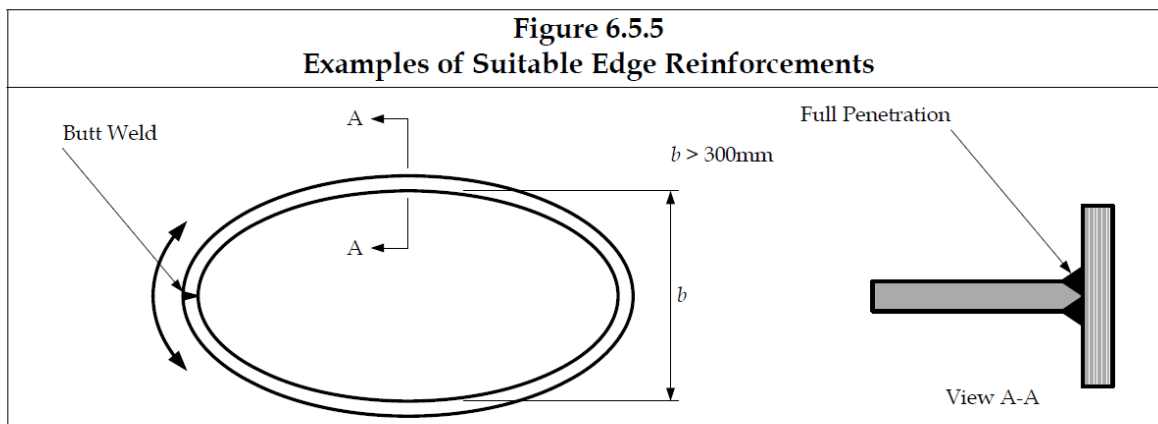


Due to different opinion between us (Site Office of Kuwait Oil Tanker Company) as Owner and Builder (shipyard DSME –Okpo, Korea) we are kindly asking for clarification of the CSR regarding edge reinforcement and application of full penetration welding.

In our opinion sleeve should be considered as edge reinforcement. Figure 6.5.5. (copy down here) from CSR for Double Hull Oil Tankers gives us enough confidence for such opinion.



Further on, we noticed some difference in Rules regarding application of full penetration welding between CSR for Bulk Carriers and CSR for DH Oil Tankers regarding subject issue.

In CSR for BC (Ch.11, Sec.2) is stated:

*“Full penetration welds are to be used in following connections:*

- *edge reinforcements or pipe penetrations both to strength deck, sheer strake and bottom plating within 0.6L amidship, when the dimension of the opening exceeds 300 mm”*

In CSR for Double Hull Oil Tankers (Section 6) is stated:

*“5.3.4.3 Full penetration welds are to be used in following connections:*

*(e) edge reinforcements within 0.6L amidship to the strength deck, sheer strake, bottom and bilge plating, when the transverse dimensions of the opening exceeds 300mm...”*

We suppose that this will be unified but in mean time we would like to highlight similarity between pipe penetration (CSR BC) and sleeve.

Finally, our question is:

Do the welds, between sleeves (p/v stand pipe penetration) and strength deck within 0.6L, when transverse dimension of the opening exceeds 300 mm, have to be performed as full penetration welds?