

**ITEM: LOCATORS / STOPPERS on folding type hatch covers**

**FINDING: LONGITUDINAL LOCATOR WORN / SHOWING EXCESSIVE CLEARANCE**



*Longitudinal locator full structure*



*Weardown on hatch cover part of the structure*



*Measuring clearance on non-touching side to measure loss of steel on touching side*



*Example of weardown*

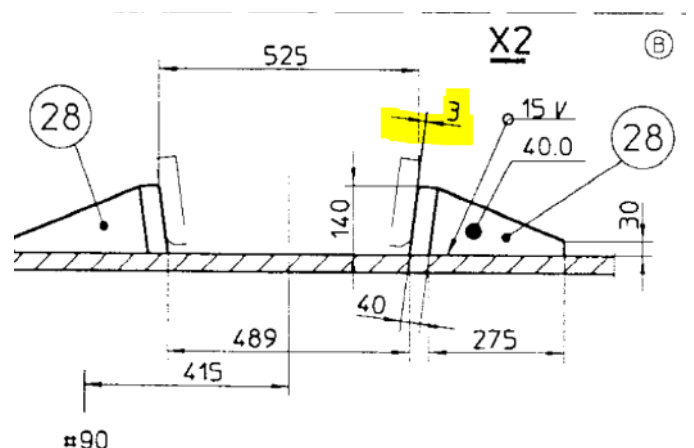
**WHY IS THIS A PROBLEM?**

**TECHNICAL DATA: LOCATORS ON FOLDING TYPE HATCH COVERS**

- Synonyms: Locator, Fx stopper, pitching stopper, positioner
- Fx stoppers (pitching stoppers) restrict the fore and aft movements of the panels
- Fx stoppers take part of the panel weight and transform it to horizontal forces, mostly to push the hatch covers towards the meeting joint to regulate the compression on the cross joint packing rubbers
- Fx stoppers will thus have one contact side and one side with limited clearance

**ISSUE WHEN LOCATORS HAVE EXCESSIVE CLEARANCES**

- When the locator structures are worn over time, this increases the clearance in between two panels at the meeting cross joint.
- This in turn reduces the pressure on the packing rubbers of the meeting joint, and can lead to lack of compression and leakages in those areas
- It is easier to measure the clearance on the opposite side of the locator structure instead of the steel wear-down on the pressure side which is why remarks are phrased like that



## WHAT KIND OF FEEDBACK IS EXPECTED?

### CORRECTIVE ACTIONS

- Third party work reports on the line-out of your hatch covers
- If not available, your own measurements on how much steel was to be added on which locations
- Measurements after repair
- Weathertightness test after repair

### PREVENTIVE MEASURES

- Explanation of monitoring system implemented to avoid repairs outside of shipyard periods