

"TOMAR"

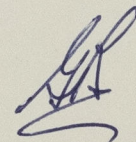
IT IS SUBMITTED the Surveyors be informed that the reports of surveys on this ship have been examined, and no record can be found of these doors being fitted under the supervision of the Society's Surveyors.

It would appear that the fitting of these fire doors was a requirement of the Norwegian Authorities and would be a matter for their approval since it concerns fire safety, which ordinarily comes under their jurisdiction in the issue of a Norwegian Safety Equipment Certificate.

Nevertheless, it would appear from the photographs that a simple safety device could be fitted to prevent the wheel from being unshipped from its track.

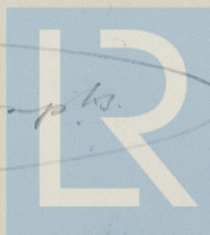
Either a small plate of the thickness of the door could be attached to the bulkhead immediately above the door at two or three positions in the width of the door, or alternatively the wheel housing could be extended on the inner side down into the throat of the wheel runner angle, so that the door would require to be lifted the full height of the flange of the runner angle before it could come away from the bulkhead, which would appear to be extremely unlikely.

Ltr dated 25/7/66.
Ansd 28/9/66.
c.c.Freeboard.



27th September, 1966.

return photographs



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Foundation

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