

Ship Surveyor 8.6.03

Received from Chief Ship Surveyor

ME *La. S. S. "Sirius"*

Report *Apr.* No. 12064

of the Chief Ship Surveyor are desired on this case for the consideration of the Classing Committee.

Endorsement to contain a succinct summary of any repairs that have been required and to show the cause or causes of such repairs, and also pointing out clearly any exceptional features in connection with the case, so that the Classing Committee may have all the salient points entered in the endorsement."—Extract from Sub-Committee's Report, 24/5/92.)

First entry

The 1st entry report of this vessel received the consideration of the Committee on the 1st May, but as an opening had been made in the stokehold bulkhead and fitted with a portable plate, to give access to a temporary cross bunker, the classification of the vessel was deferred for a properly fitted watertight door, controlled from the deck, to be fitted for access to the cross bunker as usual, and as fitted on the opposite side of the vessel. And further as cargo battens had been fitted the Builders were informed that they were required by the Rules, unless the vessel were exclusively engaged in the carrying of coal, ore or wood.

The Builders recently informed the Hartlepool Surveyors in reply to enquiry that they were unable to state what arrangements (if any) had been made by the Owner for the watertight door to be fitted to the stokehold bulkhead.

The Owner was written to on the 25th May respecting the matters in question, and he states in reply that the plate covering the opening in the bulkhead has only been off once, and that, when the vessel was in port, and it is so fitted that it cannot be removed, it can only be slackened off so as to allow the coals to pass through. He states that when he has an opportunity for rearranging the lower bunkers the opening in question will be permanently closed, until then it must remain as it is, and he asks that the classification certificate may be handed over to him through the

Builders. He adds that the Chief Engineer of the vessel is a very trustworthy man, and he has given him instructions to close the opening immediately after it has been used. As regards the cargo battens he is aware that they have not been fitted, and he has no intention of fitting them for the present.

The Hartlepool Surveyors have been communicated with and they state it was understood that the plate covering the opening in the stokehold bulkhead, would, when required to be opened for the passage of small coal from the cross bunker, be slacked off on four long screw bolts, and not entirely removed. A short length of chain was also attached to the plate and secured to the bulkhead, so as to prevent the plate being removed from the vicinity of the opening, should it at any time be entirely unscrewed. Regarding the fitting of cargo battens, the Surveyors were informed by the Owner that during the time the vessel is without them, only cargoes of wood, coal or ore will be carried, and that should he contemplate carrying other cargo of a perishable nature, battens will be fitted.

Ceiling in the holds has been fitted over the limbers only, with the consent of the Owner, per letter attached, and the tank tops have been increased in thickness.

In other respects the vessel appears to have been built in accordance with the Rules and the approved plans.

It is submitted that the vessel cannot be considered eligible to be classed in the Society's Register until a properly fitted watertight door, controlled from the deck, has been fitted to the opening in the stokehold bulkhead to the satisfaction of the Society's Surveyors. In the event of the vessel ^{ultimately} being classed, and no cargo battens being fitted, the certificate of classification will require to have the following words written on it, "Subject to the vessel being engaged exclusively in carrying coal, ore or wood, while without cargo battens."

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