

1.

Sent to Chief Surveyors 17 1 07

Received from Chief Surveyors

VESSEL'S NAME SSS Opland

Report Shi No. 998

For the CHIEF SHIP SURVEYOR and CHIEF ENGINEER SURVEYOR.

(In cases which have to be submitted to the Classing Committee the 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 to bring out clearly any exceptional features in connection with the case so that the Classing Committee may have all the salient points presented in the endorsement.—Extract from Sub-Committee's Report, 24/5/92.)

Nature of Survey

When due

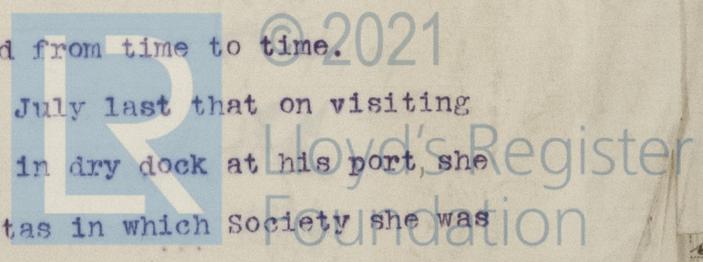
This vessel was built at Fevig, Norway, under the Special Survey of the Christiania Surveyor. On receipt of the first entry report it was observed that two openings had been cut in the watertight boiler room bulkhead, and it was stated that they were closed with plates fastened with bolts, the openings being required for the purpose of passing coals from a temporary bunker in the tween decks to the permanent bunkers.

The Owner guaranteed in November 1904 that WT doors should be fitted to the openings as required by the Committee at the earliest opportunity, and the vessel was classed subject to this being done.

The Shanghai Surveyor reported in February 1905 that doors had been fitted to the openings, but it did not appear that they had been ^{fitted and} made watertight as required by the Committee, and the Owner was asked to state at what port it would be convenient for the doors in question to be further examined by one of the Society's Surveyors.

The matter has been deferred from time to time.

The Shanghai Surveyor stated in July last that on visiting the vessel the last time she was in dry dock at his port, she was surveyed by the Norske Veritas in which



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classed, and he understood it was the Owners intention to withdraw her classification from this Society's Register. The Nagasaki Surveyor wrote in November last that the vessel was then at his port undergoing damage repairs to the bottom, and on calling on board he was informed by the Captain that only the Norwegian Veritas class was required and that his Owners wished to withdraw the vessel's class from this Society's Register. The Nagasaki Surveyor suggested that the Owners should be communicated with. This has been done and the Owner states in reply that he has decided to have the vessel classed in the Norwegian Veritas only.

It is submitted that her class be withdrawn from the Society's Register Book, and three dots inserted in lieu thereof, indicating withdrawal of class at Owner's request.

Withdraw class

Insert (...).

C.A.P.
18/1/07

J.M.
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Lloyd's Register
Foundation

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Referenced to the

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