

Surveyors

19 0 05

Received from Chief Surveyors

NAME

S.S. Opeland

Report

She

No. 998

For the CHIEF SHIP SURVEYOR and CHIEF ENGINEER SURVEYOR

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.)

Key

When due

This vessel was built at Fevig, Norway, under the special survey of the Christiania Surveyor. On the receipt of the first entry report it was observed that two openings had been cut in the water-tight boiler room bulkhead, and it was stated that they were closed with plates fastened with 3/4" bolts, the openings being required for the purpose of passing coals from a temporary bunker on the tween decks to the permanent bunkers.

The case, which is fully stated on the endorsement dated 1.04, was before the Committee on the 11th November last, and the Owner was written to and asked whether for the purpose of classification of the vessel he would supply the Committee with a written guarantee that the water-tight doors would be fitted to the bulkhead at the earliest opportunity.

A letter was received from the Owner dated 22nd November 1904 guaranteeing that the water-tight doors required by the Committee should be fitted at the earliest opportunity. The Owner at the same time stated he had received a letter from the Captain informing him that the doors required by this Society should be fitted as soon as possible.

The case received the consideration of the Committee on the 11th November, and the vessel was classed \* 100A1 (Steel) "Spar deck freeboard", subject to water-tight doors, as required by the Committee, being fitted to the openings in the boiler room bulkhead at the earliest opportunity, as guaranteed by the Owner.

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A report was received from the Shanghai Surveyor on the 6th April last stating that the openings in the bulkhead referred to were found to have been fitted with loose doors bolted on to the bulkhead, and that new doors had now been made and fitted with strong hinges and strong slots on forward edge making the same a good fit when closed. As, however, it did not appear from the Surveyor's report that the requirements of the Committee as to the way in which the doors were to be made water-tight had been complied with, the Surveyor was written to and informed of the Committee's requirements and requested to state whether the doors had been fitted as required.

The Surveyor states in reply that the doors were hinged on the side of the bulkhead nearest the main bunkers and secured with strong sliding bolts when closed, the doors being a good fit, but no india rubber strips had been fitted.

It is submitted that as it is not clear from the Shanghai Surveyor's report and letter that the doors in question are made water-tight, they should be further examined and reported upon by one of the Society's Surveyors at the earliest opportunity. The Owners should be so informed and asked to intimate when and where such examination can be made so that the Society's Surveyors may be duly advised.

*L.S.*

*C.H.P.*  
*20/6/05*



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