

Ship Surveyor 6. 4. 05

Received from Chief Ship Surveyor

E. L. S. L. "Opland"

Report *Shi* No. 998

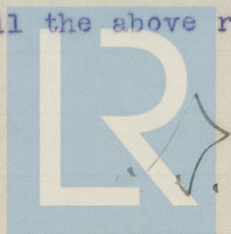
of the Chief Ship Surveyor are desired on this case for the consideration of the Classing Committee.

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 noted in the endorsement."—Extract from Sub-Committee's Report, 24/5/92.)

W. J. Tom

It is submitted that before this case receives the consideration of the Committee the Shanghai Surveyor should be informed that in 1904 the Committee decided with reference to the openings that had been cut in the water-tight boiler room bulkhead of this ship that if the doors thereto were hung with hinges and the doors were made by means of india rudder strips, or otherwise making them water-tight when shut, and efficient means of opening them by screw bolts or turn buckles were provided, then the doors were hinged on the side of the bulkhead nearest the main bunkers so that they might be accessible for opening and closing when the main bunkers were empty and it was required to take coal from the spare bunkers, approval might be given to the case in question. In November last the Owner having given the Committee that this should be done, the vessel was classed by the Committee subject to the water-tight doors as required by them being fitted to the openings in question at the earliest opportunity.

The Shanghai Surveyor should be requested to state whether the doors which have been fitted fulfil the above requirements of the Committee.



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W1553-0185