

Request

F.E.

Received by Chief Ship Surveyor *25. 11. 04*

Received from Chief Ship Surveyor _____

VESSEL'S NAME *Lt. S.S. "Opland"*

Reports *Clas.* No. *457*
Mod. " *36134*

The remarks of the Chief Ship Surveyor are desired on this case for the consideration of 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.)

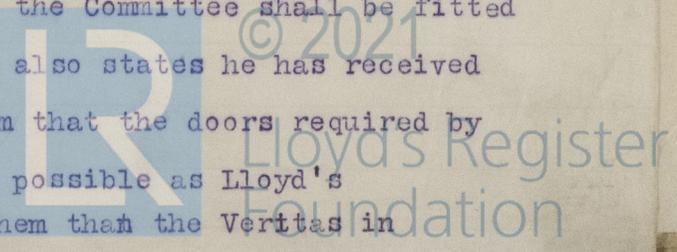
CLASSIFICATION.

Items.	Additions (if any) required by Rules, or as approved.	On account of:—
Main Sheerstrake . . .	<i>1/20"</i>	<i>Proportions</i>
Spar Sheerstrake . . .	<i>2/20"</i>	"
Description of Framing:— <i>Deep (Bulb angle) framing, increased 1/20"</i> (viz., ordinary, deep, zed, channel or bulb-angle). <i>in thickness on account of the steel being under the Rule depth.</i>		

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 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 in the tween decks to the permanent bunkers.

The case, which is fully stated on the endorsement dated 9.11.04, was before the Committee on the 11th instant, and the Owner was written to and asked whether for the purpose of the 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 has now been received from the Owner guaranteeing that the water-tight doors required by the Committee shall be fitted at the earliest opportunity. The owner also states he has received a letter from the Captain informing him that the doors required by this Society will be fitted as soon as possible as Lloyd's classification is of far more use to them than the Veritas in



charters the vessel.

As the vessel in other respects appears to have been built in accordance with the Rules and the approved plans, it is submitted she might now be classed * 100A1 (Steel) "Spar deck with 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.

The Summer freeboard of 4'-0" from centre of disc to top of statutory deck line at the spar deck, now marked on the vessel's sides, to be inserted in the classification certificate, and recorded in the Register Book, and further, the remaining freeboards, as shown on the accompanying verification form to be inserted in the certificate of classification.

* 100 A 1 ("Steel") "Spar Deck with freeboard", subject &.

1 DR. (Sec) & Spar Bk (Sec) & deep framing.

N. B = Cell DB a 52' f 104' 281E APT 27E

FK 4BH Cen. Plyde A & CP

L. J.

C. H. P.
25/11/04



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Lloyd's Register
Foundation

0189 2/2

Yours truly