

Chief Surveyors

8. 11-02

Received from Chief Surveyors

EL'S NAME

M. S. Opland

Report

Lia

No.

457

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.)

of Survey

First Entry

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  $\frac{3}{4}$ " bolts. The Surveyor was requested to state for what purpose the openings were required, and why water-tight doors had not been fitted. The Surveyor stated in reply that the openings were required for the purpose of passing coals from a temporary bunker in the tween decks to the permanent bunkers, and the openings were closed with plates and made tight, the bolts being fixed  $3\frac{1}{2}$ " apart.

Considerable correspondence has taken place between this Office and the Surveyor and Builders. The Builders stated that the Owner was not willing to close the openings in question, as he required them at times for spare bunkering.

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

The case was before the Committee on the 15th January last and the Christiania Surveyor was requested to confer with the Builders and point out to them that if the doors were hung with hinges and provision was made by means of india rudder strips, or otherwise, for making them water-tight when shut, and efficient means of securing them by screw bolts or turn buckles were provided,



2

then, provided 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 obtain coal from the spare bunkers, in such circumstances it could be recommended to the Committee that approval might be given to the doors in question.

Several letters have since been addressed to the Christiania Surveyor, who stated in a letter dated 15th June that having communicated with the Builders and Owner respecting the matter in question he had been informed by the Owner that instructions had been sent to the Master requesting him to have the Committee's requirements carried out as soon as possible and reported upon by one of the Society's Surveyors, but he supposed it would take a long time before the matter in question could be put in order as the vessel was employed in the far East.

A letter has now been received from the Christiania Surveyor in reply to further enquiries stating that he has received no further information from the Owner to whom he had written on the 4th October.

It is submitted the Owner should be written to and reminded of his letter written to the Christiania Surveyor about the 14th June last in which he stated he had given instructions to the Master of the vessel to have the Committee's requirements carried out in regard to the doors in question and to have the same examined when done by one of the Society's Surveyors.

He should be informed that the classification of the vessel has been deferred awaiting a report from the Society's Surveyors that the Committee's requirements had been carried out, but no such report has yet been received.

He should be asked if he is yet in a position to state when



3

the completed doors can be seen and reported upon by the Society's Surveyors with a view to the completion of the vessel's classification, and if not whether for the purpose of such classification he will supply the Committee with a written guarantee that the water-tight doors shall be fitted to the bulkhead at the earliest opportunity.

L.S.

C.H. J.  
9/11/04



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