

Received by Chief Ship Surveyor 2. 1. 04

Received from Chief Ship Surveyor _____

VESSEL'S NAME S.S. "Opland" Report Kia No. 457

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.)

Nature 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 $3/4$ " 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 pitched $3\frac{1}{2}$ " apart. The Surveyor also stated that such doors had also been fitted to similar openings in the Steamers "KAMOR" and "PROVIDENCE". Further correspondence has taken place between this Office and the Surveyor and Builders, and the Builders have stated that the Owner is not willing to close the openings in question, as he requires them at times for spare bunkering, also that all the vessels they had built during the past eight years had such openings. In other respects the vessel appears to have been built in accordance with the Rules and the approved plans.

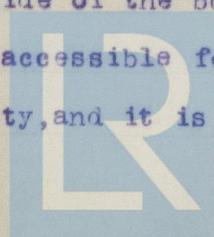
The case was before the Committee on the 22nd December, and the Chief Ship Surveyor was requested to enquire and report as to other vessels alleged to have such openings as those in question.

A reply has now been received from the Surveyor in which he states that the only cases of vessels surveyed by him for the

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Society's classification, in which such openings have been cut, are the Steamer "KAMOR", built in March 1902, and the "PROVIDENCE" built in March 1903. The other vessels mentioned by the Builders as having had these openings cut in them are not classed in the Society's Register Book. The Surveyor points out that in the case of the "KAMOR", he mentioned the cutting of these openings in a letter addressed to the Secretary dated 24th March, 1902 in and that of the "PROVIDENCE", the matter was mentioned upon the first entry report. This is found to be the case, but the terms in which the Surveyor referred to these openings, were such as to convey the impression that, although holes had been cut in the bulkheads, they had been permanently closed, and it was not understood that these were openings which would be left open when the vessel was at sea in order to allow coals to be passed from the spare bunker into the main bunkers. When the survey report upon the "OPLAND" was received, it was thought desirable to ask for further information about these openings, which had been mentioned by the Surveyor on three separate occasions in regard to the three ships, and it was then discovered for the first time what they were really intended for. The matter was then brought before the Committee.

It is submitted the Surveyor should be requested to confer with the Builders in regard to the case of the "OPLAND", and point out to them that if the doors are hung with hinges, provision is made by means of India rubber strips or otherwise for making them water-tight when shut, and means of securing them by ^{efficient} ~~turn~~ ^{screw-bolts or} ~~buckles~~, then if the doors are hinged on the side of the bulkhead nearest the main bunkers, so that they may be accessible for opening and closing when the main bunkers are empty, and it is required to obtain



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...al from the spare bunkers, in such case it could be
...commended to the Committee that approval might be given to such
...ors.

It is further submitted that the Owners of the "KAMOR" and
"PROVIDENCE" be communicated with and similarly informed.

J.M.

J.S.

*C.D.P.
13/1/04*

*v. to. Ria
20/1/04*

*(Wait reply before writing to
Owners of Kamor and
Providence-)*



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