

Chief Ship Surveyor 21.12.03

Received from Chief Ship Surveyor

AME Soc. S.S. "Opland"

Report No. 457

As 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 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.

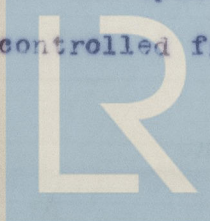
Items.	Additions (if any) required by Rules, or as approved.	On account of:—
Main Sheerstrake . .	1/20"	Reparation
Spar Sheerstrake . .	2/20"	
Description of Framing:— Deep (Bulb angle) framing, as approved (viz., ordinary, deep, zed, channel or bulb-angle).		

This vessel has been built at Fevig, Norway, under the special survey of the Christiania Surveyor. On receipt of the first entry report it was found that two openings had been cut in the watertight boiler room bulkhead, and that the openings had not been fitted with watertight doors in accordance with the Rules. Considerable correspondence has taken place between this Office and the Surveyor and the Builders. The latter 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 appears to have been built in accordance with the Rules and the approved plans.

A report has now been received from the New York Surveyors stating that the bottom has been examined in dry dock.

It is submitted the vessel cannot be considered eligible to be classed in the Society's Register until the openings in question have been fitted with watertight doors controlled from the upper deck or otherwise riveted up.



Lloyd's Register
Foundation