

Fevigs Jernskibsbysggeri
Telegrafadr. „Steel“ Arendal

Fevig 30th October 1903.
Norway

LLOYDS REGISTER
LONDON.

RECEIVED 4 NOV. 1903

ANSR 76

To

The Secretary of Lloyds Register
of British and Foreign Shipping
London E.C.

Dear Sir,

S.S. "O P L A N D"

This vessel's hull was built and completed here to your surveyors satisfaction, and the report signed and certificate paid by us in good faith, but owing to a demand, after the ship had fitted out at Middlesbrough, the certificate was withheld, and your surveyor at Kristiania informed that "the openings in boiler room bulkhead above main deck should not be allowed, and the certificate would be withheld till a note received from the owners or us on owners behalf, that the openings should be closed."

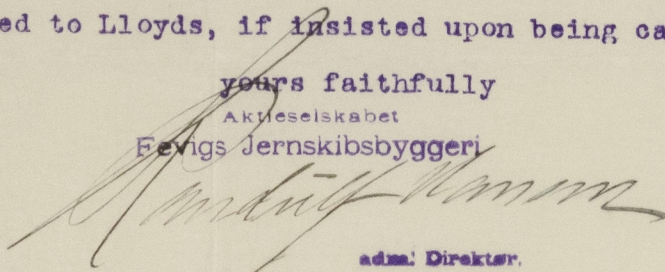
The owner is not willing to close these openings, as he wants them for spare bunkering at times, and as they are placed 3 feet above main deck and allowed in other vessels built in England to Lloyds class, we wish to know, why such a demand should be given in the case of the "Opland"? and asks us to forward the certificate without any further delay. We might add, that all our Spardeck vessels built the last 8 years have such openings, and it is your Middlesbrough surveyor, who have

caused this restriction in the case of the S.S. "Opland", which we think is rather late, the hull having passed its final survey here, and first entry being made, we doubt that this matter could be opened up again at Middlesbro with the result stated above. If this is to be the custom, we don't see any protection in the inspection carried out by your surveyor at Kristiania, and the extra expences occured by such alteration would be fair to be charged to Lloyds, if insisted upon being carried out.

yours faithfully

Aktieselskabet

Fævigs Jernskibsbyggeri



adm. Direktor.

P.S.

The openings is stated by your surveyor could be passed, if rod and wheel is fitted from upper deck to work the closing plate. This arrangement is not practicable, deckhouse for saloon etc. covering the space. The opening is 3'0" x 2'6" and carefully fastened with screw bolts and nuts, tapped in the bulkhead.



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