

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 16th June 1897 When handed in at Local Office 18 Port of Glasgow
 No. in Survey held at Glasgow Date, First Survey 21st May Last Survey 11th June 1894
 Reg. Book. 162 on the Wood, Iron or Steel SS "Opack" (No. of Visits) Master H F Souther

TONNAGE:- Built at Belfast By whom Warkman Clark & Co. When 1894 - 10
 GROSS 3883 Owners China Mutual Ste. Nav Co. (Lim) Port belonging to London
 UNDER DEK 3618 Owners' Address
 NET 2574 (If not already recorded in Appendix to Register Book.)
 Surveyed Afloat or in Dry Dock? Both Name of Dock Quadrant Dry Dock Destined Voyage Japan

WB=Cell D B D B a 116 feet; uE&B 30 feet; f 154 feet; }
 total capacity 467 tons. FPT — tons; APT 53 tons; MT — feet — tons. }
 N.B.—All alterations in the existing records should be underlined.

If the vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides of the tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, girders, and of the inner bottom plating, especially in the boiler space.

Last Survey, No. 44186 Port Sw
 Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be summarised in the form shown below. Whenever the replacement of Anchors, Chains, or Hawser is reported, the particulars of weight or size and test of the articles should be clearly stated, and also the weight or size, &c., required by the Rules, together with the vessel's Equipment Letter, if any. State also the dates and initials of any letters respecting this case.

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned now expired.	Machinery and Boiler Surveys (Including date of N.B., if any).
X 100A1 12-96		X LMC 10-94

Society's Freeboard (if assigned) as painted on Ship and now verified } 6 ft 2 1/2 ins.

REPAIRS, OR EXAMINATION AS PER RULE, FOR Damage, stated to have been sustained thro the fracturing of the stern tube & the loss of one of the propeller blades, about the 6th of April 1897, voyage Singapore to Suez.

Vessel placed in the above dry dock, the bottom examined, cleaned & coated; one plate at stern, on Port side, unriveted, to allow the short stern tube to be taken out, afterwards riveted; in consequence of the damage to the stern tube, some of the rivets in the tunnel stools were found loose, these have now been renewed, and the intercostal plates to each stool have been extended to tank top, and attached thereto with angles, double angles have also been fitted to fore & aft plate of stools; a new stern tube has now been fitted, extending from stern frame to the After Peak bulkhead, which has been stiffened with doubling plates to receive the new tube, and one of the floor plates, on one of the frames, in After Peak tank, has been extended and attached

SUMMARY OF DAMAGE REPAIRS :-	Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items :-
Renewed								as above.
Faired or Repaired ...								

PRESENT CONDITION OF THE	Timbers of Frame at the openings <u>not exam?</u>	Rudder <u>Good</u>	Hatches <u>Good</u>
Decks <u>Good</u>	Ditto ditto at other places <u>"</u>	Windlass & Capstan <u>"</u>	Boats <u>"</u>
Waterways <u>"</u>	Keelsons <u>"</u>	Have Pumps now been examined and found efficient? <u>not exam?</u>	Masts, Yards, &c. <u>"</u>
Coamings <u>"</u>	Stringers, Clamps & Shelves <u>"</u>	Have Sluice Valves now been examined and found efficient? <u>"</u>	Condition, how ascertained <u>from deck</u> (State if wedges removed <u>no</u>)
Up'r Dk. Beams & Fastenings <u>not exam?</u>	Siding (State if examined.) <u>"</u>	Have Watertight Doors now been examined and found efficient? <u>"</u>	Sails <u>good</u>
Low'r Dk. Beams & Fastenings <u>"</u>	Ceiling <u>"</u>	Dblng. Plates under Sounding Pipes <u>"</u>	Equipment letter <u>W</u>
Plating <u>Good</u>	Cement or Asphalt (State which.) <u>"</u>	Engine Room Skylights <u>Good</u>	Anchors, No. of <u>3 B. 1 S. 1 X.</u>
Wrecking <u>"</u>	Tanks (State if now tested.) <u>not exam?</u>	Coal Bunker, Open'gs, Lids, &c. <u>"</u>	Cables (State if now ranged) <u>no</u>
Rivets or Trewnails <u>"</u>	Caulking of Bot'm, D'k, & Wat'rw'ys <u>Good</u>	Scuppers <u>"</u>	" length (on board) <u>"</u> size <u>"</u>
Breasthooks & Stemson <u>not exam?</u>	Copper, or I.M. (State if on Felt.) <u>"</u>	Cargo & Main H'tow'ys <u>"</u>	" Rule length (per Table 22) <u>"</u> size <u>"</u>
Trunnions, Pointers, & Crutches <u>"</u>	When put on, Month <u>"</u> Year <u>"</u>		Hawsers & Warps <u>Good</u>
			Standing & Running Rigging <u>"</u>

General Observations, Opinion as to Class, Recommendation, &c. :-
 State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example:—".....to remain as now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 9,91," or "to remain as classed and to have record of survey, 9,91, and the notations of ss No. 1-91 and pIND91, &c."
This vessel is in a good & efficient condition, eligible, in our opinion, to remain as classed, with fresh record of survey - Gls 6-97.

Office Fee (if chargeable) per Scale II., Sec. 27	Survey Fee (per Section 25)	Special Damage or Repair Fee (if any) (per Sec. 28.)	Travelling Expenses (if chargeable)	Second Surveyor's Fee (if any)	Fees applied for,	Received by me,
£	£	£	£	£	18	18

J. Hunter
 Surveyor to Lloyd's Register of British & Foreign Shipping.

Committee's Minute
 Character assigned 100A1
 WED, 23 JUN 1897
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 GLS178-0075 (1/2)

Is a Report also sent now to the Machinery of the ship, and when, one will be sent?

Is Certificate required? If so to be sent to

Port of Glasgow.

Continuation of Report No. 15300 dated 11th June 1894 on the

— Steel S.S. "Oozeck" —

to frame with brackets each side; several of the holding-down bolts, in the engine seating, have now been made longer in order to pass through the top of the double-bottom tank and engine seating. Several rivets, in the engine seating, renewed and double angles fitted to ^{the} side & end brackets of the engine seating; the tanks under E & B and in way of tunnel tested under water pressure, after the completion of the repairs and were found satisfactory.

J.G.H. J.P.

22. LET MEMBERS OF THE REGISTERED SOCIETY GO AWAY WITHOUT THIS BOOK

