

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 1897
Reg. Book. 162 on the Wood, Iron or Steel S.S. "Opack" Master H. J. SommerTONNAGE:— Built at Belfast By whom Grokman Clark & Co. When 1894 - 70
GROSS 3883 Owners China Mutual Ste. Nav. Co. (Lim) Port belonging to London
UNDER DEK 3618 Owners' Address
NET 2514 (If not already recorded in Appendix to Register Book.)
Surveyed Afloat or in Dry Dock? Both Name of Dock Guadalupe Dry Dock Destined Voyage Japan
WB=Cell DB=DDa 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

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Survey.	Years elapsed since last survey.	Machinery and Boiler Surveys (including date of N.B., if any).
100A1 12-96		LMC 10-94

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 Hawsers 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.

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	Timber of Frame at the openings	Rudder	Hatches
Decks Good	Not Examined	Good	Good
Waterways	ditto at other places		
Coamings	Keelsons	Windlass & Capstan	Boats
Up'r Dk. Beams & Fastenings not Examined?	Stringers, Clamps & Shells	Have Pumps now been examined and found efficient?	Masts, Yards, &c.
Low'r Dk. Beams & Fastenings	Stanchions (State if examined.)	Have Sluice Valves now been examined and found efficient?	Condition, how ascertained
Plating Good	Ceiling	Have Watertight Doors now been examined and found efficient?	(State if wedges removed)
Workings	Cement or Asphalt (State which.)	Dblg. Plates under Sounding Pipes	Sails
Rivets or Treennails	Tanks (State if now tested.)	Engine Room Skylights	Equipment letter
Breasthooks & Stenson	Caulking of Bot'm, D'k, & Wat'rwys	Coal Bunker, Open'gs, Lids, &c.	Anchors, No. of
Transoms, Decks, & Crutches	Copper, or I.M. (State if on Felt.)	Scuppers	Cables (State if now ranged)
	When put on, Month Year	Cargo & Main H'tow'ys	" length (on board)
			" Rule length (per Table 22)
			Hawsers & Warps
			Standing & Running Rigging

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 ptnD91, &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	£	Fees applied for,	£
Survey Fee (per Section 28)	£		18
Special Damage or Repair Fee (if any) (per Sec. 28.)	£	Received by me,	£
Travelling Expenses (if chargeable)	£		18
Second Surveyor's Fee (if any)	£		

Committee's Minute

Character assigned

WED, 23 JUN 1897

100A1

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

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Lloyd's Register
GLS178-0075 (1/2)

MON 21 JUN 1897

Port of Glasgow.

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

— Steel S.S. "Oopack" —

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. F.