

Report of Survey for Repairs, &c., of Engines and Boilers.

(Received at London Office)

Date of writing Report May 1899 When handed in at Local Office is Port of Glasgow

No. in Reg. Book 140 Survey held at Glasgow Date, First Survey 3rd May Last Survey 9 May 1899

on the Machinery of the Wood, Iron or Steel S.S. "OOPACK" Master C.H. Kemp

Tonnage { Gross 3883 Net 2574 Vessel built at Belfast By whom Workman, Clark & Co When 1894 10

Registered Horse Power 398 Engines made at Belfast When Boilers, when made (Main) 1894 (Donkey) 1894

No. of Main Boilers 2 Owners China Mutual S.N.C. Port London Voyage China

No. of Donkey Boilers 1 If Surveyed Afloat or in Dry Dock Dry Dock Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

Steam Pressure in Main Boilers 180 lbs (State name of Dock.) Meadowside

in Donkey Boilers 180 lbs

Last Survey No. Port

Particulars of Examination and Repairs (if any) at Special Survey

CHARACTER for Special Survey. Date of last Survey and of Periodical Surveys.	Year Assigned how expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<input checked="" type="checkbox"/> 100 A.1 5.98.		<input checked="" type="checkbox"/> L.M.C. 10.94 B.S. 11.98.

(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 briefly summarised at the end of the report. State also the dates and initials of any letters respecting this case.)

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? No

Do. " Donkey " " " No

If this was not done, state for what reasons? ✓

And what parts of the Boilers could not be thus thoroughly examined? ✓

Also what special means, in the absence of internal examination, were adopted by the Surveyor to assure himself of the thorough efficiency of those parts of each Boiler? ✓

Did the Surveyor examine the Safety Valves of the Main Boiler? No To what pressure were they afterwards adjusted under steam? ✓

Did the Surveyor examine the Safety Valves of Donkey Boiler? No To what pressure were they afterwards adjusted under steam? ✓

Has the propeller shaft been drawn and examined at this time? Yes If spare propeller shaft fitted, state whether new? ✓

State the distance between lignum vite of stern bush and top of after bearing of screw shaft? Rewooded

If the Survey is not complete state what arrangements have been made for its completion and what remains to be done? Complete.

Examined all the slide valves, crank pins, pumps, arrangement of cocks & pipes, sea cocks, & stern shaft all of which are in good condition.

The tunnel & thrust shafts have also been examined & found to be good.

See Glasgow Report No 16591. for previous part of survey already held.

General Observations, Opinion, and Recommendation:—

As far as seen, the Machinery of this vessel is in a good efficient condition, eligible in my opinion to remain as classed & to have fresh record of +L.M.C. 11.98. noted in the Register Book.

	Fees applied for
Office or Registration Fee (per Sec. 27)..... £ :	18
Survey Fee per Section 28)..... £ :	
Special Damage Fee (per Section 28)..... £ :	
Travelling Expenses (if chargeable)..... £ :	
	Received by me, 18

J.W. Dimmock
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

State if Certificate is required

Committee's Minute FRI. 26 MAY 1899

Assigned + L.M.C. 11.98



Has a Survey been held on Ship? If so, is the Report sent now, or when will it be sent?

Insert Character of Ship and Machinery precisely as in the Register Book.

*Certificate to be sent to

5,000—18/10/98.—Transfer Ink. (The Surveyors are requested not to write on or below the space for Committee's Minute.)

Screw shaft examined
Part Engine examined.

It is submitted that
this vessel is eligible for
THE RECORD. L.M.C. 11.98.

A.C.H.

23.5.99.

N.B.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or cause it to show through to the other side.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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