

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

(Received at London Office MON. JAN 8 1900)

Date of writing Report 5 January 1900 When handed in at Local Office 18 Port of Glasgow

No. in Reg. Book. 174 Survey held at Glasgow Date, First Survey 16 Decr Last Survey 18 Decr 1899
(No. of Visits 3)

on the Machinery of the Wood, Iron or Steel S.S. "OOPACK" Master _____

Tonnage { Gross 3883 Net 2517 Vessel built at Belfast By whom Workman Clark & Co When 1894 YEAR. MONTH.
Registered Horse Power 398 Engines made at Belfast Boilers, when made (Main) 1894 (Donkey) 1894
No. of Main Boilers 2 Owners China Mutual S.N.C. Port London Voyage _____
No. of Donkey Boilers 1 If Surveyed Afloat or in Dry Dock Dry Dock (State name of Dock.) Govan
Steam Pressure— in Main Boilers 180 lb. in Donkey Boilers 150

Last Survey No. _____ Port _____

Particulars of Examination and Repairs (if any) Damage Etc.

(Periodical Surveys, when held, must be reported in detail and serially 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.)

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

| 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). |
|--|--------------------------------------|--|
| <u>100 A.1.</u> <u>5.99.</u> <u>S.S. GLS No 1-99</u> | | <u>L.M.C. 11.98</u> |

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? Not dueAnd 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? No.If spare propeller shaft fitted, state whether new? ✓State the distance between lignum vitae of stern bush and top of after bearing of screw shaft? 3/16"If the Survey is not complete state what arrangements have been made for its completion and what remains to be done? Complete.

Examined sea connections & stern bush & found the same in good condition.

Damage:- While on a voyage from Newcastle NSW. to Port Pirie, on 26 Aug 1899, lost one propeller blade & cracked one other, the spare G Metal blade was fitted abroad, & the cracked blade has now been replaced, & new studs fitted.

Outer plate where indented by propeller blade has been faired.

General Observations, Opinion, and Recommendation:— As far as seen, the Machinery
state clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.: thus, for example, B.S. 9,97, B.&M.S. 9,97 or L.M.C. 9,97, 140 lb., F.D., &c.)

this vessel is in a good & efficient condition, eligible in opinion to remain as classed, without fresh
ord.

Classification Fee (per Sec. 27) £ _____

Classification Fee (per Sec. 28) £ _____

Fee (per Section 28) £ _____

(if chargeable) £ _____

required

Minute

TUES. 9 JAN 1900

Fees applied for

6/11/1900

Received by me

9.1.00

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

J. M. Duninock

Lloyd's Register
Foundation

GLS 186-0216

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 to cause it to show through to the other side.

*On account of damage
Propeller repaired.*

*It is submitted that
this vessel is eligible to
remain as CHARGED.*

*J. M. H.
J. M. H.*

Sept 1/12

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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