

# REPORT of SURVEY for REPAIRS, &c.

No. 47469

Port of London

Received in London Office JUNE 2 1887

No. in Reg. Book. 160 on the Survey held at London Date, First Survey 16 May 87 Last Survey 30/7/1887  
 "OPAWA" Iron S Master. Hammond 82-87  
 (No. of Visits)

TONNAGE:— NET 1076 GROSS 1131 UNDER DK. 980  
 Built at Glasgow By whom A. Seplundus & Co When 876  
 Owners New Zealand S Coy Ltd Port belonging to Lytleton  
 Owner's Address (if not already recorded in Appendix to Register Book.)  
 If Surveyed Afloat or in Dry Dock or R Name of Dock West India Destined Voyage Wellington  
 Length of Poop ft. of Forecastle ft. of Raised Or. Deck ft. Moulded Depth ft. ins.  
 (if these particulars are not yet recorded in the Register Book.)

Last Survey, No. 74 Port Auckland S.S. No 1-81  
 (State clearly the cause of Repairs if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Society's Freeboard (if assigned) in Summer ft. ins.  
 Repairs on account of Damage should be separated from Repairs due to other causes. State also the dates and Initials as painted on Ship in Winter ft. ins.  
 of any letters respecting this case.

REPAIRS, OR EXAMINATION AS PER RULE, FOR  
 Special Survey No 3

This vessel was placed in dry dock the bottom examined cleaned & coated, Rudder lifted and the pintles bushed. The chain cables were ranged out for inspection 270 fms, the masts spars & general equipment overhauled.

This Vessel (as already stated in our letter of the 20/6/87 to the Secretary) is fitted for the conveyance of frozen meat that portion of the vessel before the Mainmast to the foremast is insulated for that purpose, thus shutting out the sides of the vessel & flat of bottom from inspection. In order to meet this difficulty, three openings have been made on each side above the Bulge & 3 similar openings in

PRESENT CONDITION OF THE		Good		Good		Good		Good	
Decks	Good	Plank (Bottom) & Counter	Good	Ceiling	Good	Boats	Good	Masts, Yards, &c	Good
Waterways	✓	Treenails or Rivets	✓	Rudder	✓	Condition, how ascertained	Beam 3	Sails	Good
Comings	✓	Breasthooks and Stemson	✓	Windlass & Capstan	✓	Anchors	No. 3 B, 1 S, 2 K	Cables	ranged 270 fms
Up'r Dk. Beams & Fastenings	✓	Transoms, Pointers, & Crutches	✓	Pumps	✓	Hawsers & Warps	Good	Standing & Running Rigging	Good
Low'r Dk. Beams & Fastenings	✓	Timbers of Frame at the openings	✓	Cement (if Iron Ship)	✓	Hatches	Good		
Planksheers	✓	Ditto ditto at other places	✓	Caulking of Bot'm, D'k, & Watrways	✓				
Sheerstrakes	✓	Keelsons	✓	Copper, or Y.M. (State if on Fell.)	—				
Topsides	✓	Clamps & Shelves	✓	When put on	—				
Wales	✓								
Engine Room Skylights	—	Coal Bunker, Openings, Lids, &c.	—	Scuppers	Good	Cargo & Main Hatchways	Good		

General Observations, Opinion as to Class, Recommendation, &c. :  
 This vessel now appears to be in a sound & efficient condition eligible in our opinion to remain as classed & to have the Special Survey No 3 recorded in the Register Book

Entry Fee (if chargeable) per Scale I., Sec. 27... £ 4 : 0 : 0  
 Office Fee (if chargeable) per Scale II., Sec. 27... £ : : :  
 Survey Fee (per Section 28) ..... £ 5 : 5 : 0  
 Special on Damage, Fee (if any) (per Sec. 28).... £ : : :  
 \*Certificate (if required) to be sent to per margin £ : : :  
 Travelling Expenses (if chargeable) ..... £ : : :  
 Second Surveyor's Fee (if any) ..... £ : : :  
 Committee's Minute  
 Character assigned 100A S.S. No 3-87  
 TUESDAY 2 AUGUST 1887  
 Surveyor to Lloyd's Register of British & Foreign Shipping.



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the keel below the bilge in the insulation about 8- to 10 feet long & 4 to 4½ feet wide, the spaces between these openings being about 15 feet apart. Provision had already been made to give access to <sup>all</sup> the timbers abate the main hatch, but no provision ~~had~~ <sup>been</sup> made under main hatchway which was now done. Two openings were also cut in the insulation of the Tween Deck chamber and in every instance it was found upon examination that the frames, reverse frames & plating after a period of about four years were good & free from corrosion. The defective cement under main hatchway & fore part of after hold renewed. All the lining removed from the frames & floors in after hold, peak & and all the rust (which was but light) beaten & chipped off. New pitch pine ceiling fitted in after hold & in bulk; The after hold & Tween decks all the iron work cleaned & painted. The main deck caulked as far from forward as after house. The plating examined under side lights, scuttles being cut in the lining of poop for this purpose. The following spars are new viz. Fore topmast, fore top gallant mast, fore upper topsail yard, main lower topsail yard, & jibboom. New job guys. Fore top gallant royal stays fitted.

Wm. C. Dancy  
Edward J. Dancy