

COPY



SYDNEY. N.S.W.

16th December 1941.

A. J. McCOWAN

Messrs. Port Line Ltd. Lloyd's Agents,
and with the consent of the Owner's Representatives attend upon
the T.S.M.S. "Q P A W A", 10354 tons gross of Plymouth, afloat 9/12/41
at Walsh Bay and in Cockatoo Dry Dock for the purpose of examining
the vessel for damage stated to have been caused by stress of
weather on the voyage from U.K. to Australia via Panama.

For further particulars see Log Books.

On examination, the undersigned:-

FOUND

The port and starboard hawse
pipes showing signs of considerable
leakage at their deck connections.

On the port side amidships in way
of deep tank, a number of shell
rivets leaking in J, K & L strakes
and the top landings of J & L
strakes leaking at their caulking
edges.

On the starboard side in way of
deep tank a number of shell rivets
and a small portion of plate
landing leaking.

RECOMMENDED

Hawse pipes to be caulked
at their top connections
to deck.

That all leaky rivets, 14
in L strake, 24 in K
strake and 8 in J strake
be caulked and made tight.
That 2 feet of plate
landing be caulked in L
strake and 3 feet caulked
in J strake.

That all leaky rivets be
caulked and made tight
(20 in L strake, 14 in K
strake, 12 in J strake,



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T.S.M.S. "OPAWA"

(Continued)

FOUND

The port and starboard fashion plate brackets at fore end of bridge erection fractured at their connection to shell plating.

RECOMMENDED

5 in H strake and 4 in G strake) and that 3 feet of plate landing be caulked.

That these fractures be repaired by electric welding.

The above recommendations have now been carried out with the exception of the fractures in port and starboard bridge gussets to shell. These in my opinion do not affect the vessels seaworthiness and may with safety be dealt with at Owners convenience.

On completion of repairs to shell rivets and seams in way of deep tank, port and starboard, the deep tank was tested and found tight.

(Sgd.) A. J. McCOWAN

SURVEYOR TO LLOYD'S REGISTER.



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