

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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