

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 2nd Dec. 1945. When handed in at Local Office 5th Dec. 1945. Port of MIDDLESBROUGH.

No. in Reg. Book. 26019 Survey held at MIDDLESBROUGH. Date, First Survey 21st Nov. Last Survey 29th Nov. 1945. (No. of Visits 3.)

on the Wood, Iron or Steel

"HOPESTAR"

TONNAGE:—

GROSS 5267

UNDER DK 4885

NET 3192

Built at Newcastle.

By whom Swan Hunter & Wigham

When 1936

MONTH. 2

Owners Wallsend Shipping Co. Ltd.

Richardson Ltd.

Owners' Address

(if not already recorded in Appendix to Register Book).

Managers Stott, Mann & Fleming Ltd.

Port belonging to Newcastle.

Surveyed Afloat or in Dry Dock? Afloat. Name of Dock Eston Jetty & L.N.E.R. Dock

Cell DBor DBa feet; uE&B feet; f feet
total capacity tons. FPT tons. APT tons; MT feet tons.

Only alterations in the existing records of tanks should be inserted.

N.B.—All alterations in the existing records should be underlined.

Last Report, No. 3083 Port

Lib

(Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules and items remaining to complete the Surveys should be summarised. 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 summarised in the form shown below. Whenever the replacement of Anchors or Chains is reported the particulars should be clearly stated in the space provided on the back of this form. State also the dates and initials of any letters respecting this case.

In damage cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose and to whom and why they were declined.

Services

offered but not required.

Was a damage report made by anyone else? if so, by whom? Yes Underwriters.

REPAIRS, OR EXAMINATION AS PER RULE, FOR Damage Repairs.

Damage (No. 1) stated to have been caused by contact with quay wall at Bone about 4.10 p.m. on the 13th October, 1945.

Found shell in 3rd strake below sheer (p.s.f) Nos. 3 & 4 plates indented and frames in way slightly set in. This was examined but remains efficient and was not dealt with at this time.

Damage (No. 2) stated to have been caused by heavy weather whilst on loaded passage from Bone to Middlesbrough on the 8th November, 1945.

Found, in deep tank, leaking rivets in shell lugs (p & s) of brackets on semi-box beam at forward bulkhead.

NOW DONE:— Shell lugs removed, flats about 12" wide welded to shell in lieu, and brackets welded to flats. Rivet holes on shell welded from outside. P.T.O.

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed								
Removed and Faired or Repaired								
Faired or Repaired in place								

PRESENT CONDITION OF THE

Decks	Bulkheads	Engine Room Skylights	Copper, or Y.M. (State if on Feet.)
Caulking of Decks	Ceiling	Coal Bunkers, Openings, Covers, &c.	When fitted, Month Year
Coamings	Cement or Asphalt	Oil Bunkers	Boats
Beams & Fastenings	Rudder	Scuppers	Masts, Yards, &c.
Outside Plating	Steering gear and its connections	Cargo Hatchways	Condition, how ascertained (State if wedges removed.)
" " in way of sidelights	Windlass	Hatches	Equipment letter
Frames	Have pumps been examined and found efficient?	Planking	Anchors, No. of
Reverse Frames	Have Sluice Valves been examined and found efficient?	Caulking	Cables (State if now ranged)
Longitudinals	Have Watertight Doors been examined and found efficient?	Treenails	" length mean diamr. (on board)
Transverses	Have Ventilators and their Coamings been examined and found efficient?	Breasthooks & Stemson	" Rule length size
Floors	Air and Sounding Pipes	Transoms, Pointers & Crutches	Chain Locker
Keelsons	Doubling Plates under Sounding Pipes	Timbers of Frame at openings	Hawsers & Warps
Stringers		" " at other places	Standing and Running Rigging
Inner Bottom Plating		Stringers, Clamps & Shelves	Sails
Have the Tanks been examined internally?		Salting (State if examined.)	
Have the Tanks been tested?			

General Observations, Opinion as to Class, Recommendation, &c.:—

State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example:—"to remain as classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,38," or "to remain as classed and to have record of survey, 1,38, and the notations of ss No. 1-38."

This vessel is in good and efficient condition and eligible, in my opinion, to remain as now classed, without fresh record of survey, subject to indented plating in way of Nos. 1 & 2 holds and bottom plating etc. (p. & s.f.) and bulkhead (p.s) aft end No. 1 hold being permanently repaired at first convenient opportunity.

Survey Fee (per Section 20)	£	2	Fees applied for,
Special Damage or Repair Fee (if any) (per Sec. 20)	£	5 : 5 : 0	18.12.19 45.
Travelling Expenses (if chargeable)	£		Received by me,
Second Survey Fee (if any)	£		19.

Committee's Minute

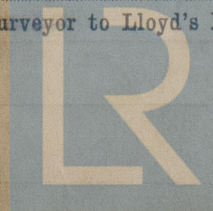
FRI. 25 JAN 1946

Character Assigned

As now, subject

Rep's Nov. 1.2.46

Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

WID13-0063

