

## REPORT OF SURVEY FOR REPAIRS, &amp;c.

Date of writing Report 5<sup>th</sup> April 1945 When handed in at Local Office 6<sup>th</sup> April 1945

Port of FREETOWN

No. in Reg. Book.

Survey held at Freetown

Date, First Survey 2<sup>nd</sup> April 1945Last Survey 2<sup>nd</sup> April 1945

(No. of Visits 4)

76786 on the Wood, Iron or Steel SS HOPESTAR.

TONNAGE :-

GROSS 5267

UNDER DK. 4885

NET 3192

Built at Newcastle

By whom Sam Hunter &amp; Hugham Richardson

YEAR 1936

MONTH 2

Owners Williams Shipping Co Ltd

Owners' Address

Managers Stott Mann and Fleming Ltd

Port belonging to Newcastle

Surveyed Afloat or in Dry Dock?

Name of Dock Freetown

Destined Voyage

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. 55191 Port

BPP

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.

Society's Freeboard (if assigned) as painted on Ship and now verified ft. ins.

REPAIRS, OR EXAMINATION AS PER RULE, FOR DAMAGE stated to have been caused through heavy weather commencing on the 16<sup>th</sup> March 1945 whilst on a voyage from United Kingdom to Freetown.

Now done for DAMAGE. At the request of Messrs. Jones looking to Messrs. Adams at Freetown examined the vessel afloat the following DAMAGE found. Deck plate in way of after starboard corner of No 2 A hatch coaming cracked. Doubling plate in way cracked. Deck beam in way of after starboard hatch coaming cracked. As a temporary measure to enable the vessel to proceed the crack in the deck plate was cut out and welded. The crack in the deck beam was cut out and welded. The doubling plate at No 2 A hatch

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

## PRESENT CONDITION OF THE

Decks	Bulkheads	Engine Room Skylights	Copper, or Y.M. (State if on Felt.)
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, &amp;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 as now seen is in an efficient condition and eligible in my opinion to be retained as classed without fresh record. Subject to indicated plating etc (PS) in way of Nos 1 and 2 holds and bottom plating etc (PSF) being replaced permanently at 1<sup>st</sup> opportunity; also subject to permanent repairs to a deck plate cover plate and a beam at after starboard corner of No 2 A hatch at Owner's convenience.

Survey Fee (per Section 29)	£ 3 : 3 : 0	Fees applied for, 2.4.1945
Special Damage or Repair Fee (if any) (per Sec. 29)	£ 6 : 6 : 0	Received by me, 19
Travelling Expenses (if chargeable)	£ 1 : 0 : 0	
Second Surveyor's Fee (if any)	£ :	

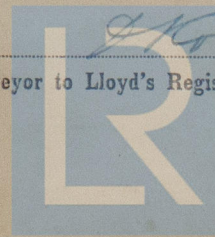
Con ttee's Minute

Ch arter Assigned

WED. 23 MAY 1945

As now subject

Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

W1013-0087



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It is recommended that a deck plate at after  
starboard corner of No 2 A hatch and a cover plate and a deck  
beam in way be permanently repaired at Owners  
convenience in the meanwhile ~~if they~~<sup>are</sup> considered  
expedient

JK-1

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

## ANCHORS.

\* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

[illegible]