

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 30th. May 1947 When handed in at Local Office 30th. May 1947 Port of MONTREAL, P.Q.

No. in Survey held at Montreal, P.Q.

Date, First Survey 25th. May

Last Survey 27th. May 1947

Reg. Book.

75284

on the Wood-Iron or Steel

Single Screw Steamer "HOPESTAR"

(No. of Visits 2)

TONNAGE:—

GROSS 5269

UNDER DK. 4885

NET 3192

Built at Wallsend

Owners Wallsend Shpg. Co. Ltd.

Managers Scott Mann & Fleming Ltd.

Swan, Hunter & Wigham

By whom Richardson Ltd.

YEAR. MONTH.

When 1936 - 2

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

Port belonging to

Surveyed Afloat or in Dry Dock? Afloat Name of Dock Mtl. Harbour

Destined Voyage -

Cell DB or 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. 104536 Port Mtl.

Periodical Surveys, when held, must be reported in detail and seriatim 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

Not required.

Was a damage report made by anyone else? if so, by whom? London Salvage Surveyor.

REPAIRS, OR EXAMINATION AS PER RULE, FOR Damage stated to have been sustained through encountering heavy weather between 13th. & 21st. May 1947 while on a voyage from the Tyne to Montreal in ballast.

DAMAGE:— Upper deck plating slightly set down between 2 beams abreast galley, and deck plating wavy forward of No. 4 Hatch on port and starboard sides. 2nd deck plating wavy in way of deep tank on port and starboard sides.

Shell Plating, Port:— Two plates in 4th strake below sheer in way of deep tank set in between frames.

One plate in 3rd strake below sheer in way of deep tank slightly set in.

Port Deep Tank:— Three shell rivets started in horizontal bracket connection at aft end of tank. (cont'd.)

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 Doors 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 eligible in my opinion to remain as classed * 100 A1 with freeboard without fresh record of survey, subject to upper deck plating abreast galley (p. & s.) and forward of No. 4 Hatch, (p & s), deep tank top plating (p & s) and indented shell plates in 3rd and 4th strake below sheer strake in way of deep tank (p.s.) being dealt with at first convenient opportunity. Also subject to all other outstanding items at present attached to vessel's class as previously recommended.

Survey Fee (per Section 29)	£	:	:	Fees applied for 29 May 1947
Special Damage or Repair Fee (if any) (per Sec. 29)	\$50.00	:	:	Received by me, 19
Travelling Expenses (if chargeable)	\$ 3.75	:	:	
Sunday Fee	\$10.00	:	:	
Second Surveyor's Fee (if any)	£	:	:	

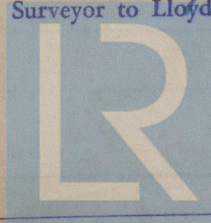
Committee's Minute

Character Assigned

FRI 1 AUG 1947

See Mch. 12931

Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

W1013-0175 1/2

PORT DEEP TANK:- (cont'd.)

Horizontal bracket at forward end fractured at 4th frame from bulkhead and frame face bar broken.

STARBOARD DEEP TANK:- Three shell rivets started in horizontal bracket connection at aft end of tank. Horizontal bracket at forward end fractured at 3rd frame from bulkhead and frame face bar broken.

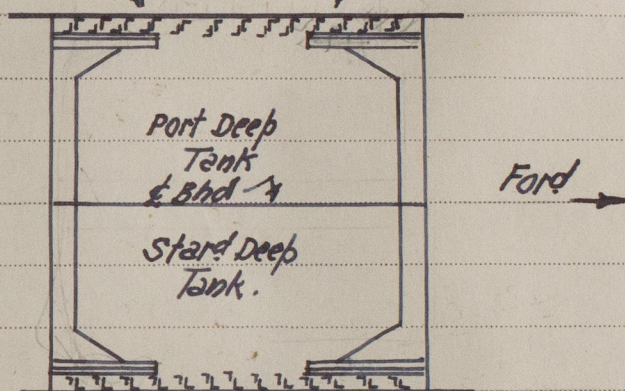
Due to the urgency with which the vessel was required full permanent repairs were not carried out at this time.

Part Permanent Repairs were effected as follows:- In port and starboard deep tanks:- three shell rivets renewed in all horizontal bracket connections and remainder of bracket rivets hardened up. Forward horizontal brackets and frame face bars veed out, rewelded and 6"x1/2" doubling plate welded on vertical flange of face bars over three frame spaces.

As the deep tanks were prepared for carrying grain the above shell repairs were hose tested and found satisfactory.

*Bracket conn^g shell rivets
started p.s*

Bracket and frame face bar broken, p. 15.



Plan at Horizontal Girder Level.

W. Nilop.