

Rpt. 8.

(Received at London Office)

16 JUN 1947

50 Original
No. 104536

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report

When handed in at Local Office

12 JUN 1947

Port of

NEWCASTLE-ON-TYNE

No. in
Reg. Book.

Survey held at

Wallsend on Tyne

Date, First Survey

10th DEC. 1946

Last Survey

21st APRIL

1947

75284 on the Wood, Iron or Steel

S.S. "HOPESTAR"

(No. of Visits)

TONNAGE

GROSS 5267

UNDER DECK 4885

NET 3192

Built at

Wallsend

By whom

Wallsend Shipbuilding Co. Ltd.

YEAR

1936

MONTH

2

Owners

Wallsend Shipbuilding Co. Ltd.

Owners' Address

(If not already recorded in Appendix to Register Book)

Managers

Hottel, Mann & Hemming Ltd.

Port belonging to

Newcastle

Surveyed Afloat or in Dry Dock?

Both

Name of Dock

The Wallsend Shipway

Destined Voyage

Cell/D/Bor/D/Bo

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. 6981

Port Int'l.

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

CHARACTER.	Machinery and Boiler
* for Special Survey.	Surveys
Date of last Survey and of	(Including date of N.B., if any).
Periodical Surveys.	
* 100 A 1.	* LMC. 4.46.
With freeboard.	CL 3.46.
4.46.	
SS. NWC. 4.46.	
Manumien 4.46.	

Where the Surveyor has not made a special damage report he is required to state whether he has made 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?

Not known.

EXAMINATION AS PER RULE, FOR DAMAGE & COMPLETION OF SPECIAL SURVEY.

Damage stated to have been caused by:-

Collision with S.S. "Hornet" on the 29th July 1940.Collision with quay wall at Buenos Aires on the 3rd October 1940.Collision with boom defence vessel on the 31st July 1941.Collision with S.S. "Selfayk" on the 15th April 1941.Collision with the breakwater at Alexandria on the 12th December 1941.Striking the Quay wall at Bona on the 13th October 1945.Collision with the jetty at Middlesbrough on the 12th December 1945.Heavy weather damage to deep tank on the 10th - 20th April 1946.Collision with hullmate took entrance on the 20th May 1946.

[OVER]

DAMAGE REPAIRS :-	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items :-
...	1	2				1.	1	See Rep for broken plates, Horiz. Girders etc.,
and Fair'd or Repaired	9	3		2				
Repaired in place	19	14.					3.	

CONDITION OF THE

Boon	Bulkheads	Boon	Engine Room Skylights.	Boon	Copper, or Y.M.
do	Ceiling	do	Coal Bunkers, Openings, Covers, &c.	do	(State if on Felt.)
do	Cement or Asphalt	do	Oil Bunkers	none	When fitted, Month
ings	Rudder	do	Scuppers	Boon	Year
do	Steering gear and its connections	do	Cargo Hatchways	do	Boats
in way of sidelights.	Windlass	do	Hatches	do	Masts, Yards, &c.
Boon	Have pumps been examined and found efficient?	no	Planking		Condition, how ascertained
do	Have Sluice Valves been examined and found efficient?	no	Caulking		(State if wedges removed.)
Boon	Have Watertight Doors been examined and found efficient?	yes.	Treenails		Equipment letter
do	Have Ventilators and their Coamings been examined and found efficient?	yes.	Breasthooks & Stemson		Anchors, No. of
ating	Air and Sounding Pipes	Boon	Transoms, Pointers & Bratches		Cables (State if now ranged)
been examined internally?	Doubling Plates under Sounding Pipes	none	Timbers of Frame at openings		" length
been tested?			" " at other places		" Rule length
			Stringers, Clamps & Shelves		Chain Locker
			Sailing		Hawsers & Warps
			(State if examined.)		Standing and Running Rigging
					Sails

Observations, Opinion as to Class, Recommendation, &c. :-

It is 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 the 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, and the notations of ss No. 1-33."

vessel is eligible in our opinion to be continued as now classed and to have notation SS. NWC. 4.46 with date of any docking 5.47.

Survey Fee (per Section 29)

Alterations for Boiler

3 : 3 : 0

Fees applied for,

12 JUN 1947

Special Damage or Repair Fee (if any)

21 : 0 : 0

Received by me,

Travelling Expenses (if chargeable)

:

:

Second Surveyor's Fee (if any)

:

:

Committee's Minute

FRI. 1 AUG 1947

Character Assigned

See Arch. 12931

W.T. Brown

Surveyor to Lloyd's Register of Shipping.

2020

Lloyd's Register

Foundation

W1013-0177

RPS Mch. 24/6/47

Is Certificate required? If so, to be sent to

3

W.T/S

ANCHORS.

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

CHAIN CABLES.

Repairs:- Deep Tank, after bulkhead cut and port wing section renewed, plating plans. butts welded. 8 bulk plate stiffeners renewed, 6 brackets renewed and 10 brackets removed and refixed. Outboard section of horizontal girder

HOPESTAR.

4

on apr bulkhead Port side renewed complete with face angle and tripping brackets.

Double bottom tank top plating in way of stiffener brackets removed and new transverse panel fitted.

Starboard side of after bulkhead shown - faired in place, 4 vertical bulk plate stiffeners removed, faired and re-welded. one bottom bracket renewed.

outboard section of horizontal girder on apr bulkhead starboard side renewed complete with face angle - tripping brackets.

Port shell plating in way of apr bulkhead partly released, faired in place - re-welded (3 plates).

Centre line washplate plating renewed. 6 angle bar stiffeners removed, faired and re-welded.

Tween deck stringer plate 25. forming deep tank top cropped and part renewed - re-welded. adjoining deck plate faired in place in way.

Boundary pipes, big ceiling, frame fittings etc. removed for access and replaced.

Deep tank and double bottom tank in way tested on completion of repairs with satisfactory results.

Damage (i) Port side shell plate, and strake below sheer loss plate from port indented. This plate now faired in place.

Damage (j) Port side abeam aft end of No 2 A hold. Shell plating badly set in from just below main deck to light waterline.

Repairs:- Port side shell

Removed, faired and refitted. F.10. G.10.

Faired in place. E9. F9. H10.

3 frames & reverse frames in way cropped, part removed, faired and refitted, bulk steel welded. 2 frames faired in place.

Bulkhead plating & boundary bar between bunker and No 2 A hold faired in place.

Damage (k). Shell plating starboard side aft indented & set in.

Repairs:- upper to sheerstrake loss plate from aft removed, faired and refitted.

First strake below sheer. loss plate from aft faired in place.

one tween deck shell frame, part released and faired in place.

upper deck stringer plate and gunwale angle in way part released and faired in place.

Aft ceiling etc. removed for access and refitted.

HOPESTAR.5

General note:- Shell plating in way of all damages have been on completion of repairs with satisfactory results.

How done for completion of Special Survey:-

machinery casings, casing tops, masts and rigging examined. Deep tank tested with satisfactory results.

Repairs:- Coaming plates and foundation bars of engineers house and machinery casings scaled, steam pipes etc., removed as necessary. Welded dovetail plates fitted in way of local wastage. Port and Starboard side doors repaired.

Rigging repaired in accordance with the attached report.

In connection with the fitting of the new boiler the owners have effected the following repairs:-

Casing top plating in way of boiler room renewed.

Plating between saddleback, main bulkhead hatches renewed.

Saddleback renewed together with aft transverse bulkhead.

Tunnel renewed.

Boiler platings of all boilers renewed.

Port & Starboard side bulkheads in boiler room renewed.


How done for docking:- Bottom and underframes, the keels, tween decks, weather decks, machinery spaces, ventilators, air pipes, scuppers, steering gear, winches, deck and general equipment examined.

A number of minor wear and tear repairs effected.

An Annual Dockyard Survey carried out. Report forwarded.

For Special Reasons list:- Permanent repairs have now been effected to indented plating etc., Port and Starboard, to bulkheads (P.S.) at aft end of hot hold, to defective shell plate in hot hold (P.S.) and to deep tank. It is submitted that these items be now deleted from the Special Reasons list.

The welded dovetail plates fitted to hot tank top adjacent to margin plate (P.S.) examined under test and the owners representative request that this be accepted as a permanent repair. It is submitted that this request receive the favourable consideration of the Committee.

W.T.B.




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W1013-01774/4