

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

Date of writing Report 12/8/41 When handed in at Local Office 12/8/41 Port of NEWCASTLE-on-TYNE

No. in Reg. Book 76047 Survey held at Wallsend-on-Tyne Date, First Survey 23<sup>rd</sup> April Last Survey 29 July 1941 (No. of Visits 27)

TONNAGE: Built at Newcastle By whom Swan, Hunter, Wigham Richardson When 1936 2  
 GROSS 5267 Owners Wallsend Shipping Co. Ltd. Owners' Address  
 UNDER DECK 4885 Managers Scott, Mann & Fleming Ltd. Port belonging to Newcastle  
 NET 3192

Surveyed Afloat or in Dry Dock? Drydock Name of Dock Swan, Hunters. Destined Voyage

Cell DBor DBa feet; uE&B feet; f feet } Particulars of Classification (which must be inserted  
 total capacity tons. FPT tons; APT tons; MT feet tons. } precisely as in Register Book & Supplements)

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. 12905 Port BEL

(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 11 ft. 2 1/4 ins.  
 painted on Ship and now verified

Yes, not required

Was a damage report made by anyone else? If so, by whom? Mr Coulthart

REPAIRS, OR EXAMINATION AS PER RULE, FOR Damage stated to have been caused by  
 Grounding in Belfast Lough 6<sup>th</sup> December 1940, and Special Survey No. 1. Belfast report  
 Vessel placed in drydock and the following damage repairs now carried out:  
 Chambers from aft.

Plates renewed:—Keel nos. 3, 4, 5, 6, 9, 10, 12, 13 & 14. Port side. "A" nos. 4, 5, 6, 8, 10, 12, 13  
 & 14. "B" 4, 5, 6, 7, 9, 10, 11, 12, 13 & 14. "C" nos. 5, 6, 9, 10, 11, 12, & 13. "D" nos. 9 & 11. "E" no 9.  
 "F" no 10. "G" no 10. "H" no 10. "J" no 11.

Starboard side. "A" nos 5, 6, 8, 10, & 14. "B" nos. 4, 5, 6, 7, 8, 9, 10, & 11. "C" nos 5, 6, 7, 8,  
 9, 10 & 11. "D" nos 5, 6, 7, 8, 9, 10 & 11. "E" nos 8 & 9. "F" nos 9 & 10. "G" nos 9 & 10. "H" no 10.

Plates removed, joined & refitted. Keel nos 7 & 8. Port side. "A" nos 3, 7, 9 & 11.  
 "B" no 8. "C" nos 7 & 8. "D" nos 6, 7 & 10. "K" no 11.

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	B. Frames. Floor & TOP ANGLES	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed	78	72	3	67	-	7	-	
Removed and Fair'd or Repaired	20	44	38	41	-	-	-	as report.
Fair'd or Repaired in place	21	17	5	85	-	8	11	

PRESENT CONDITION OF THE									
Decks	Good	Bulkheads	Good	Engine Room Skylights	Good	Copper, or Y.M.			
Caulking of Decks	"	Ceiling	"	Coal Bunkers, Openings, Covers, &c.	"	(State if on felt.)			
Coamings	"	Cement or Asphalt	"	Oil Bunkers	"	When fitted, Month		Year	
Beams & Fastenings	"	Rudder	"	Scuppers	Good	Boats	Good		
Outside Plating	"	Steering gear and its connections	"	Cargo Hatchways	"	Masts, Yards, &c.	"		
" " in way of sidelights	"	Windlass	"	Hatches	"	Condition, how ascertained	by exam		
Frames	Good	Have pumps been examined and found effi-	cient?	Planking		(State if wedges removed)			
Reverse Frames	"	Have Sluice Valves been examined and found effi-	cient?	Caulking		Equipment letter	a72		
Longitudinals	"	Have Watertight Doors been examined and found	efficient?	Treenails		Anchors, No.	3-1.		
Transverses	"	Have Ventilators and their Coamings been examined	and found efficient?	Breasthooks & Stemson		Cables (State if now ranged)			
Floors	Good	Air and Sounding Pipes	"	Transoms, Pointers & Crutches		" length 270 mm mean diam. 2 1/4			
Keelsons	"	Doubling Plates under Sounding Pipes	"	Timbers of Frame at openings		" Rule length 270 mm size 2 Japco			
Stringers	"			" " at other places		Chain Locker	Good		
Inner Bottom Plating	"			Stringers, Clamps & Shelves		Hawsers & Warps	"		
Have the Tanks been examined internally?	Yes			Salting	(State if examined.)	Standing and Running Rigging	"		
Have the Tanks been tested?	Yes					Sails	"		

## 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 is now in good condition, and is eligible in my opinion to remain as  
 Classed with fresh record of Survey N.W.C. 7-41, and notation of S.S. N.W.C. 1-41.  
 Subject to port side shell plating & bulkhead between nos 1 & 2 holds being dealt with at  
 a convenient opportunity.

Survey Fee (per Section 29)	S.S. No 1	15	0	0	Fees applied for,
Special Damage or Repair Fee (if any)	Grounding	73	10	0	114 AUG 1941
Travelling Expenses (if chargeable)	H.W.	2	2	0	Received by me,
License Case					19
Second Surveyor's Fee (if any)					

Committee's Minute

Character Assigned

100 A1 Subject

S.S. NO. 1-41

Penistone D.B. pres.

Surveyor to Lloyd's Register of Shipping.  
 E.A. Dean. R.G. Turnbull



10m.11.39. (MADE AND PRINTED IN ENGLAND



# "HOPESTAR"

Tank side brackets & lugs; intercostals & connections in P.B. Tanks; bulkhead stiffener brackets & tank top r., renewed or repaired & refitted as found necessary.

2<sup>nd</sup> Deck plating. Port side. 3 plates joined in place. Starboard side. 8 plates joined in place; beams, beam knees repaired or joined as necessary.

all broken cement renewed as necessary.

all air & sounding & <sup>& ballast</sup> suction pipes overhauled as necessary.

For Peak Tanks, all P.B. Tanks & deep tank satisfactorily tested after repairs.

2 frames S.S. with rivets and 3 port removed, joined & refitted, 1/15. joined in place, in way of side damage.

Bottom &udder now in good order and coated.

Heavy weather damage. Saloon house. After bulkhead plating Starboard side, joined in place & additional stiffeners fitted.

Stewards room. Minor repairs to fittings r. renewed or repaired.

Hanging Bridge. Wood deck caulked & painted.

Boat deck. Wood deck caulked & painted.

Engineers Bathroom. Tiles lifted & renewed & relaid as necessary.

House top. Lifeboats damaged. Overhauled & repaired, with fittings, as found necessary.

## P.R. list

Deferred damage stated caused by contact with quay wall. B.A. report no. 17084.

Found. Port side. E 13; F 13; G 13 & 14; H 14. Somewhat indented & buckled, with bulkhead plating & frame angle.

These indented plates do not affect the vessels efficiency & may, in my opinion, be dealt with at a convenient opportunity to the owners.

A number of minor repairs carried out under Licence no. 2677.

E.W.D.