

REPORT OF SURVEY FOR REPAIRS, &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 23rd April Last Survey 29 July 1941 (No. of Visits 27)

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

Surveyed Afloat or in Dry Dock? Drydock Name of Dock Swan, Hunters. Destined Voyage. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

CHARACTER: +100A1. with fullboard 12.39. Machinery and Boiler Surveys: +L.M.C. 2.36, T.S.C.L. 9.38. Tonnage Opening Closed (W.E.) Cargo Hatchways not fitted.

Last Report, No. 12905 Port BEL. (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.)

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. Yes, not required. Was a damage report made by anyone else? If so, by whom? Mr Coulter.

REPAIRS, OR EXAMINATION AS PER RULE, FOR Damage stated to have been caused by grounding in Belfast Lough 6th December 1940, and Special Survey No. 1. Belfast report 12905. Vessel placed in drydock and the following damage repairs now carried out.

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, faired & 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:- Table with columns: Shell Plates, Frames, R. Frames, Floors and Bracket Floors, Beams, Inner Bottom Plates, Dk. Plates, Other Items:-. Rows: Renewed, Removed and Faired or Repaired, Faired or Repaired in place.

PRESENT CONDITION OF THE Table with columns: Decks, Bulkheads, Engine Room Skylights, Copper, or Y.M., Caulking of Decks, Ceiling, Coal Bunkers, Openings, Covers, &c., When fitted, Month, Year, Coamings, Cement or Asphalt, Oil Bunkers, Boats, Beams & Fastenings, Eudder, Scuppers, Masts, Yards, &c., Outside Plating, Steering gear and its connections, Cargo Hatchways, Condition, how ascertained, Frames, Have pumps been examined and found efficient?, Planking, Caulking, Equipment letter, Reverse Frames, Have Sluice Valves been examined and found efficient?, Treennails, Longitudinals, Have Watertight Doors been examined and found efficient?, Transoms, Pointers & Crutches, Anchors, No., Transverses, Have Ventilators and their Coamings been examined and found efficient?, Timbers of Frame at openings, Rule length, Keelsons, Air and Sounding Pipes, " at other places, Chain Locker, Stringers, Doubling Plates under Sounding Pipes, Salting, Sails, Inner Bottom Plating, Have the Tanks been examined internally?, 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."

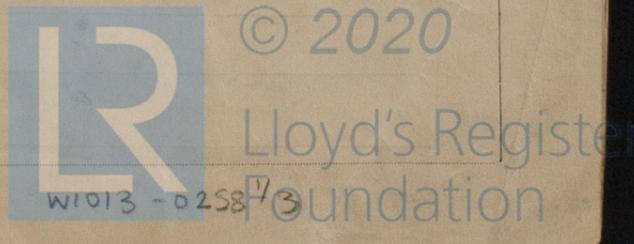
This vessel is now in good condition, and is eligible in my opinion to remain as classed with fresh record of Survey N.C. 7-41, and notation of S.S. NW E. 1-41. Subject to port side shell plating & bulkhead between nos 1 & 2 holds being dealt with at a convenient opportunity.

Fees applied for: Survey Fee (per section 29) £15:0:0, Special Damage or Repair Fee (if any) £73:10:0, Travelling Expenses (if chargeable) £2:2:0, License case £, Second Surveyor's Fee (if any) £. Received by me, £19.

Committee's Minute. Character Assigned 100 A1 Subject with 100 A1 Subject S.S. NO. 1-41 + Lmc 8.41 Penistone D.B. pres.

122 AUG 1941. If so, is the Report sent now, or when will it be sent?

As Certificate required? If so, to be sent to



Special Survey hol. Vessel placed in drydock, bottom and rudder, cleaned, examined how in good order and coated. Examined:- fore peak tank, fore peak spaces, chain locker, all holds & tween decks, coal bunkers, engine & boiler spaces, under engines & boilers, after peak tank, after peak spaces, all double bottom tanks and deep tank internally, decks, casings, hatchways, covers, supports and battening arrangements, masts & rigging (no wedging), see attached report, steering gear, windlass, pumps, W.T. doors, Ventilators, boats, general equipment & fireboard marks. All double bottom tanks, deep tank, fore and after peak tanks satisfactorily tested. Anchors and cables ranged and examined. Air & sounding pipes examined.

W.T. repairs 2 fractured plates in fore peak bulkhead cut out and renewed. a few minor repairs carried out.

Note:- The Comage opening on shelter deck has now been closed and the necessary work in connection with this has been satisfactorily carried out. A substantial ^{steel} Companionway has been fitted on the top of closed Comage opening with strong steel entrance door to extra accommodation fitted in this vicinity in tween decks.

When Anchors or Cables are supplied, the particulars are to be reported in the following form:-

ANCHORS.

Number of Certificate.	Anchors.*	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST PER CERTIFICATE.			WEIGHT REQUIRED BY RULE.	Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons	Cwts.	qrs.				
	1st Bower ...													
	2nd "													
	3rd "													
	Collective Weight.													
	Stream													
	Kedge.....													

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

CHAIN CABLES.

Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.			Length and size per Rule.		Description.	Makers of Cables.	When and where tested and Superintendent.
	Length.	Diam.	Statutory.	Breaking.	Supplied.	Per Rule.	Length.	Diam.				
	Fathoms.	Ins.	Tons.	Tons.	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Fathoms.	Ins.

Iron Stream Chain or Steel Wire...

Note:- Cargo battens have been fitted to all holds & tween decks at some previous time & the notation "Cargo battens not fitted," now in the Register Book should be deleted.

E.A.D.

Damage repairs (cont.) "HOPESTAR"

Plates removed, joined & refitted. Starboard Side. "A" nos 4, 7, 11 & 12. "B" no. 12, "H" no. 9.

Plates joined in place. Keel nos 11 & 15. Port Side "A" no. 15. "C" no. 14. "D" nos 5, 8 & 13. "E" no. 5. "F" no. 9. "J" no. 10. ~~Kites~~

Starboard Side. "A" nos. 13 & 15. "B" no. 13. "C" nos. 12 & 13. "E" no. 5 & 11. "F" nos 8 & 13. "J" nos 9 & 10.

Doubling in way of ash shoot H 10 P.S. removed, joined & refitted.

" " " " main injection valve E 8 S. 5. removed, joined & refitted.

"F" 16 x 5 16 stem plate starboard side renewed owing to ^{stated} anchor damage

Bilge Keel. Port side. 4 lengths T bar removed, joined & refitted & 1 part renewed. 4 lengths bulb plate removed, joined & refitted & 1 length part renewed.

Bilge Keel. Starboard side. 2 lengths T bar removed, joined & refitted. 4 lengths renewed. 5 lengths bulb plate renewed.

Interiors:- Port Side-

25 solid floors renewed. 13 skeleton floors renewed.

4 solid floors removed, joined & refitted. 18 skeleton floors removed, joined & refitted. 18 solid floors joined in place. 38 skeleton floors joined in place.

22 solid floor frames renewed. 23 skeleton floor frames renewed.

3 solid floor top angles renewed. 8 solid floor frames removed, joined & refitted. 24 floor top angles renewed, joined & refitted.

6 solid floor frames joined in place. 2 skeleton floor frames joined in place. 5 floor top angles joined in place.

Starboard side.

18 solid floors renewed. 11 skeleton floors renewed.

6 solid floors removed, joined & refitted. 13 skeleton floors removed, joined & refitted. 23 solid floors joined in place. 6 skeleton floors joined in place.

17 solid floor frames renewed. 10 skeleton floor frames renewed.

13 solid ^{floor} frames removed, joined & refitted. 18 skeleton floor frames removed, joined & refitted. 14 floor top angles removed, joined & refitted. 7 solid floor frames joined in place. 2 skeleton floor frames joined in place.

10 solid intels. in way of skeleton floors renewed and 13 removed, joined & refitted port side. 10 solid intels. in way of skeleton floors renewed & 23 removed, joined & refitted starboard side.

4 plates ~~in way~~ of Centre girders renewed with top & bottom angles renewed & repaired as necessary

6 margin plates and angles port side renewed & 4 joined in place.

4 margin plates and angles starboard side renewed & 3 joined in place.

Double bottom tank top plating. 7 plates renewed. 8 joined in place.

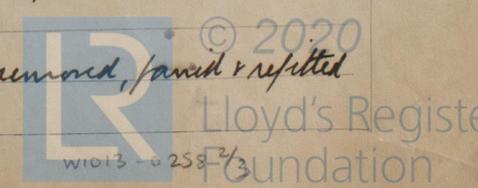
In way of no. 2 A hold - Centre line bulkhead aft end. 2 plates removed, joined & refitted, foundation angles renewed.

2 plates of shaft tunnel port side renewed, & 2 removed, joined & refitted

foundation angles renewed, joined & refitted.

M.B.-11 this Report is copied by Copying Press, especially care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



"HOPESTAR"

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

2nd Deck plating. Port side. 3 plates fained in place. Starboard side. 8 plates fained in place; beams, beam knees repaired or fained as necessary.

All broken cement renewed as necessary.

All air & sounding & bilge ^{& ballast} suction pipes overhauled as necessary.

For A peak Tanks, all D.B. Tanks & deep tanks satisfactorily tested after repairs.

2 frames S.S. with reverses and 3 part removed, fained & refitted, 1/15. fained 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, fained in place & additional stiffeners fitted.

Stewards room. Minor repairs to fittings etc. renewed & 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.

S.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.