

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 19... When handed in at Local Office 22/12/39 Port of NEWCASTLE-on-TYNE

No. in Reg. Book 26213 Survey held at Wallsend Date, First Survey 20 Dec Last Survey 22 Dec 1939

on the Wood, Iron or Steel "HOPESTAR" TONNAGE: - GROSS 5267 UNDER DK. 4885 NET 3192 Built at Newcastle By whom Swan, Hunters, & Wigham Richardson Ltd. When 1936 MONTH 2 Owners Wallsend Shipping Co. Ltd. Managers Stott, Mann, & Fleming Ltd. Owners' Address (if not already recorded in Appendix to Register Book). Port belonging to Newcastle.

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 precisely as in Register Book & Supplements) total capacity tons. FPT tons; APT tons; MT feet tons. }

N.B.—All alterations in the existing records should be underlined.

Last Report, No. 1202 Port Fre

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Machinery and Boiler Surveys (including date of N.B., in any).
+100A.1. With freeboard 3.39.	+L.M.C. 2.36. T.S.C. 9.38.
Cargo battens not fitted.	

(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

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

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR Condition. Vessel placed in drydock, bottom and rudder cleaned enamelled and recoated. Decks, hatches and vents and casings found good.

Rudder lifted

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

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

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 so far as seen is now in good condition and is eligible in my opinion to remain as classed with fresh record of survey Nov. 12, 39

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

E.H. Dean
Surveyor to Lloyd's Register of Shipping.

Committee's Minute
Character Assigned

TUE. 23 JAN 1940
100A
With fresh record
Cargo battens not fitted



Has a Survey also been held on the Machinery of the Ship? If so, is the Report sent now, or when will it be sent?

Is Certificate required? If so, to be sent to

10m.10.38.—Transfer Ink. (MADE IN ENGLAND.)
71.—Surveys are requested not to write on or below the space for Committee's Minutes.

W1013-0289