

## REPORT of SURVEY for REPAIRS, &amp;c.

Date of writing Report 31/5/38

When handed in at Local Office

Port of VALPARAISO.

1501.

No. in  
Reg. Book.

Survey held at VALPARAISO

Date, First Survey 22/5/38

Last Survey 23/5/38

19

(No. of Visits)

on the ~~Wood~~ ~~Iron~~ ~~Steel~~ s.s. "HOPESTAR"

TONNAGE:-

Built at NEWCASTLE.

By whom

SWAN HUNTER &amp; WIGHAM.

When 1936

2nd.

GROSS 5267.

Owners Wallaseed Shipping Coy.

Owners' Address

Richardson &amp; Co.

UNDER DEK. 4885

Managers

do

Arthur Mott &amp; Co. Ltd

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

NET 3192.

Port belonging to Newcastle.

Surveyed Afloat or in Dry Dock? Afloat Name of Dock Valparaiso.

Destined Voyage Europe.

B=Cell D B or D Ba

feet; uE&amp;B

feet; f

feet

al capacity

tons. FPT

tons; APT

tons; MT

feet

tons.

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

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

CHARACTER.  
\* for Special Survey.  
Date of last Survey and of  
Periodical Surveys.Year  
Assigned  
now  
expired.Machinery and Boiler  
Surveys  
(Including date of N.B. in any).

+100.A.1

+L.M.C.2.36

1-36  
with fbd. 1237

CL.

Last Report, No. 95759 Port Muc

Medical Surveys, when held, must be reported in detail and serially in the terms of the Rules and items remaining to be completed. 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.

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 } ft. ins.

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

PAIRS, OR EXAMINATION AS PER RULE, FOR Damage to tank tops in all the holds, caused by using heavy  
steel grabs while discharging nitrate in bulk at the port of CETTE.

The following is a list of damage as seen:

- No. 1 Hold: Ladder bent - Channels in bulkhead buckled.  
Bilge boards damaged - 30 feet.  
8 indents in tank top plating.
- No. 2 Hold: Ladder bent.  
13 indents, in tank top plating.
- No. 3 do Ladder bent. Bulkhead channels buckled.  
11 indents, tank top plating.
- No. 5 do 3 ladders bent. Bulkhead channels buckled.  
8 indents, tank top plating.
- No. 6 do Ladder bent. Bulkhead channels buckled.  
Deep tank, no damage.
- A total of 500 feet of cargo battens broken.

(continued over).

## SUMMARY OF DAMAGE REPAIRS:-

Renewed  
Removed and Fair or Repaired  
Fair or Repaired in place

Shell Plates.

Frames.

R. Frames.

Floors and  
Bracket Floors

Beams.

Inner Bottom  
Plates.

Dk. Plates.

Other Items:-

No repairs were done at this  
port.

## PRESENT CONDITION OF THE

State if Tanks have been examined inside	NO	Air and Sounding Pipes	Copper, or Y.M. of Wood Vessels
State if Tanks now tested	YES	Obing. Plates under Sounding Pipes	(State if on Ext.)
Bulkheads		Engine Room Skylights	When put on, Month Year
Ceiling		Coal Bunkers, Open'gs, Lids, &c.	Boats
Cement or Asphalt		Oil Bunkers	Masts, Yards, &c.
(State which.)		Scuppers	Condition, how ascertained
Rudder		Cargo Hatchways	(State if wedges removed)
Steering gear and its connections		Hatches	Sails
Windlass		Planking of Wood Vessels	Equipment letter
Have pumps now been examined and found effi-		Caulking	ditto
cient?		Treenails	ditto
Have Sluice Valves now been examined and found		Breasthooks & Stemson	ditto
efficient?		Transoms Pointers, & Crutches	ditto
Have Watertight Doors now been examined and found		Timbers of Frame at openings	ditto
efficient?		Ditto Ditto at other places	ditto
Have Ventilators and their Coamings been examined		Stringers, Clamps & Sheifs	ditto
and found efficient?		Salting	ditto
		(State if examined.)	
			Standing and Running Rigging

## 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 now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,24," or "to remain as classed and to have record of survey, 1,24, and the notations of ss No. 1-24.

No repairs were made at this port, the seaworthiness of the vessel not being affected,  
Recommend that she remain as classed until arrival at port of destination in Europe  
where permanent repairs should be made.

Survey Fee (per Section 29)

Special Damage or Repair Fee (if any)

(per Sec. 29)

Travelling Expenses (if chargeable)

Second Surveyor's Fee (if any)

Committee's Minute

Character Assigned

Fees applied for,

23/5/38.

Received by me,

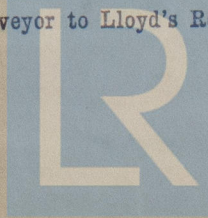
not paid to

date.

Surveyor to Lloyd's Register of Shipping.

FRI. 8 JUL 1938

As now  
Subject



Lloyd's Register  
Foundation

w1013-0311



Cargo battens broken (500 ft) must also be replaced.

W.C. Smith

ANCHORS.

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

## CHAIN CABLES.