

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 25th Jan 1930 When handed in at Local Office 25th Jan 1930 Port of BelfastNo. in Survey held at Belfast Date, First Survey 13th Feb 1929 Last Survey 24th Jan 1930

Reg. Book. 23280 on the Wood, Iron or Steel Twin Screw HIGHLAND HOPE

TONNAGE—

GROSS 1412.9

UNDER DECK 1160.7

NET 873.3

Built at Glasgow

By whom Harland & Wolff Ltd.

When 1930

Owners Nelson Stevedoring Co Ltd.

Owners' Address

(if not already recorded in Appendix to Register Book)

Managers H. W. Nelson Ltd.

Port belonging to Belfast

Surveyed Afloat or in Dry Dock? Yes Name of Dock Thompson Destined Voyage South America

WB=CellDBorDBa 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.
If the vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides of the tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, girders, and of the inner bottom plating, especially in the boiler space.

Last Report, No. Port

Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. 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 16 ft. 0 1/2 ins.

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR Completion of Special Survey during construction and Condition.

Vessel placed in dry dock bottom examined throughout cleaned and painted rudders and pintles examined and found good

Special Survey during construction completed as follows.

Casings and deck plating left loose for chipping machinery replaced and riveted complete.

Steering gear and windlass tested under working conditions

Watertight doors tested and worked from deck by hand & power.

All gangway doors tested by hose and found good.

Life boats shipped and lowering gear satisfactorily tested

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

PRESENT CONDITION OF THE

Decks	Good	State if Tanks have been examined inside	no	Dblg. Plates under Sounding Pipes	✓	Copper, or Y.M. of Wood Vessels	✓
Caulking of Decks	✓	State if Tanks now tested	no	Engine Room Skylights	Good	(State if on Vell.)	✓
Coamings	✓	Bulkheads	Good	Coal Bunkers, Open'gs, Lids, &c.	✓	When put on, Month	Year
Beams & Fastenings	✓	Ceiling	✓	Scuppers	Good	Boats	Good
Outside Plating	✓	Cement or Asphalt	✓	Cargo Hatchways	✓	Masts, Yards, &c.	✓
Breasthooks	✓	Rudder	Good	Hatches	✓	Condition, how ascertained	from deck
Transoms	✓	Steering gear and its connections	✓	Planking of Wood Vessels	✓	(State if wedges removed)	✓
Frames	✓	Windlass	✓	Caulking	ditto	Sails	✓
Reverse Frames	✓	Have Pumps now been examined and found efficient?	Yes	Treenails	ditto	Equipment letter	27
Longitudinals	✓	Have Sluice Valves now been examined and found efficient?	Yes	Breasthooks & Stems	ditto	Anchors, No. of	3A. 15.
Transverses	✓	Have Watertight Doors now been examined and found efficient?	Yes	Transoms, Pointers, & Grutches	ditto	Cables (State if now ranged)	no
Floors	✓	Have Ventilators and their Coamings been examined and found efficient?	Yes	Timbers of Frame openings	ditto	" length (on board)	size ✓
Keelsons	✓			Ditto ditto at other places	ditto	" Rule length	size ✓
Stringers	✓			Stringers, Clamps & Shells	ditto	Hawser & Warps	Good
Inner Bottom Plating	✓			Salting	ditto	Standing and Running Rigging	✓

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 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 and ptND24, &c."

This vessel is in good and efficient condition and is worthy in my opinion to be classed 100A1 with freeboard as contemplated, and to have record of survey 1-30 in the Register Book.

Survey Fee (per Section 28)	£	Fees applied for,	19
Special Damage or Repair Fee (if any)	£	Received by me,	19
Travelling Expenses (if chargeable)	£		
Second Surveyor's Fee (if any)	£		

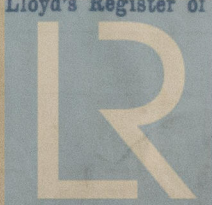
Committee's Minute

Character Assigned

FRI 31 JAN 1930

See Jb. J.C. Rpt 48900

Surveyor to Lloyd's Register of Shipping.



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Lloyd's Register Foundation

W610-0173

Rpt. 4

Freeboards verified and cut in on vessels sides.

Bumping arrangements completed and tested throughout

Insulated cargo hatch plugs completed and fitted and insulation of brine leads ~~is~~ completed as per R.M.C. Report.

S. C. Kendall.

The record and particulars of water ballast in this vessel is the same as in the sister vessels "Highland Monarch" "Highland Chieftain" and "Highland Brigade" Cell DB 438 1993 tons FPT. 70 tons APT 234 tons

S. H. Kendall,

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

ANCHORS.

[illegible]

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

CHAIN CABLES.

[illegible]