

REPORT of SURVEY for REPAIRS, &c.

DISCLOSED
RAY No. 190

Date of writing Report Aug 1 1938 When handed in at Local Office Aug 1 1938 Port of Vancouver B.C.

No. in Register Book 39500 on the M.V. HOEGH SILVERSTAR Date, First Survey July 22 Last Survey Aug 1 1938

Built at Copenhagen By whom As Barmisli & Wain When 1938 1.
Owners Skib A/S Norge etc Owners' Address
Managers Ley Hoegh Port belonging to Oslo

Surveyed Afloat or in Dry Dock? d. d. Name of Dock Bunnars Destined Voyage India.

B=Cell DBorDBa feet; uE&B feet; f feet
tal 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, ribs, and of the inner bottom plating, especially in the boiler space.

Last Report, No. 7877 Port Sfo.

Periodical Surveys, when held, must be reported in detail and seriatim 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

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR Vessel placed on dry dock. Bottom & Rudder

Cleaned Examined & Coated. 2 1/2 m plates renewed at lower part stern frame.

Riveting in Shell found severely rusted and underwater body practically devoid of paint

For peak & No 1 DB steamed and gas freed.

F.P. 48 shell rivets repaired by E.W. 59 rivets Caulked. 19 feet seam Caulked.

No 1 DB 104 " " renewed. 24 rivets E.W. 66 rivets Caulked 12 " "

also 17 feet seam Caulked in Tank margin.

No 1 hold 335 shell rivets renewed - 25 rivets E.W. 259 Caulked. 45 feet seam Caulked.

No 2 hold 568 " " 12 " E.W. 202 " 119 " "

Refrigerator hold 77 rivets E.W. 88 rivets Caulked 14 feet seam Caulked.

No 4 hold 301 shell rivets renewed. 1 rivet E.W. 118 rivets Caulked. 46 feet seam Caulked.

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

PRESENT CONDITION OF THE

Decks	Good	State if Tanks have been examined inside	A day	Air and Sounding Pipes	Good	Copper, or Y.M. of Wood Vessels	
Caulking of Decks	"	State if Tanks now tested	feet. No 1. 74	Dbing. Plates under Sounding Pipes	"	(State if on felt).	Year
Coamings	"	Bulkheads	depos.	Engine Room Skylights	"	When put on, Month	Year
Beams & Fastenings	"	Ceiling	"	Coal Bunkers, Open'gs, Lids, &c.	"	Boats	Good
Outside Plating	"	Cement or Asphalt	"	Oil Bunkers	"	Masts, Yards, &c.	"
" " in way of sidelights	"	(State which.)	"	Scuppers	"	Condition, how ascertained	from data
Breasthooks	"	Rudder	"	Cargo Hatchways	"	(State if wedges removed)	"
Transoms	"	Steering gear and its connections	"	Hatches	"	Sails	"
Frames	"	Windlass	"	Planking of Wood Vessels	"	Equipment letter	"
Reverse Frames	"	Have pumps now been examined and found efficient?	"	Caulking	ditto	Anchors, No. of	"
Longitudinals	"	Have Sluice Valves now been examined and found efficient?	"	Treenails	ditto	Chain Locker	"
Transverses	"	Have Watertight Doors now been examined and found efficient?	"	Breasthooks & Stemson	ditto	Cables (State if now ranged)	"
Floors	"	Have Ventilators and their Coamings been examined and found efficient?	"	Timbers of Frame at openings	ditto	" length (on board)	mean diam.
Keelsons	"		"	Ditto Ditto at other places	ditto	" Rule length	size
Stringers	"		"	Stringers, Clamps & Shells	ditto	Hawser & Warps	"
Inner Bottom Plating	No 1. No 7.		"	Sanding (State if examined.)	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, 1,2,4," or "to remain as classed and to have record of survey, 1,2,4, and the notations of ss No. 1-24 and ptND24, &c."

This Vessel is Eligible in my opinion to remain as classed, with fresh record of Survey 7.38.

Lower half stern frame to be further Examined or renewed next dry docking

After dry tank fitted to carry fuel oil. F.P. about 150°F. Fuel oil not to be carried in F.S.A. tanks when reg.

oil carried in adjoining D.T's. When fuel oil to be carried in D.B. and Reg. oil in D.T. immediately above. Care to be taken

that loading of fuel oil is stopped. Upon T.T. is tender

Survey Fee (per Section 20) £ 155 00

Special Repair Fee (if any) £ 6 00

Travelling Expenses (if chargeable) £ 10 00

Second Surveyor's Fee (if any) £ 10 00

Committee's Minute Withdrawal clause

Character Assn. report

Write Ver & Co. 8081

Fees applied for,

Aug 1 1938

Received by me,

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Surveyor to Lloyd's Register of Shipping.

General Committee

Thursday 24 September 1938

Decision of

Committee

Committee

Committee

Committee

Committee

Committee

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Lloyd's Register

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M/V HOEGH SILVERSTAR.

A.P. 8 Sheer rivets E.W. 26 rivets Caulked. 4 feet Seam Caulked. and
20 feet Seam E.W.

Rudder. 135 rivets E.W.

F & A peaks rivets to full head.

No 1 STB " " "

All riveting & Caulking now done in tray of holds hose lines.

Midship deck Tank rivets to full head. P+S.

After deck Tank p+S. Bulkhead bracing bars. Seams & rivets of
bulkhead plating, and angles at tunnel escape, now reinforced
by E.W.

Tunnel flat. Tunnel plating and angle bars to T.T. now
reinforced by E.W.

Gunwale bar at main deck. all deck plating seams & rivets.
deck lane hatch Coaming & tunnel escape Coaming now
reinforced by E.W.

After deck tank now tested under full head found Satisfactory
Ventilators 2 Ventilators on forward deck for No 1 hold rewelded to deck.
Welding of all other Ventilators to deck overhauls.

No 1 DTs Tables in after end of No 1 hold for No F.D.T Section p+S. now fitted with
Extension rods to deck, and rods protected.

Stern frame. Steel casting of rudder post in tray of ^{and} above lower pintle.
found badly Corroded, and showing numerous Surface Cracks.
Cracks traced out and found to be from $\frac{1}{2}$ to $\frac{3}{4}$ deep.

Now repaired by E.W. and reinforced by fitting & E.W. to
Casting a steel plate p+S. 36" deep x 1". Electrically welded
on all edges also plug welded.

A rose piece of same thickness fitted on forward side of
Rudder post & E.W. to side plate.

Upper joint between top & Bottom Casting

Triple riveted plate, covering bolted joint loose where
previously E.W. to Casting - 2 rivets missing, and
others Corroded.

Now reinforced by fitting an additional steel plate P+S.
48" deep x $\frac{7}{8}$ ". Electrically welded & plug welded -

Steel rose piece fitted on forward side & E.W. to side plate.

In particulars of repair to Stern frame see attached Blue print.

Welding at after deck tanks to comply with rules
for carrying fuel oil see attached prints (3).

Two O'Jacks
see letter

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