

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 Survey held at N. Vancouver & Vancouver Date, First Survey July 22 Last Survey Aug 1 1938

on the Steel M.V. HOEGH SILVERSTAR (No. of Visits 9)

TONNAGE — Built at Copenhagen By whom as Burmeister & Wain When 1938 1.

GROSS 5415 Owners Skibs A/S Norge etc Owners' Address (if not already recorded in Appendix to Register Book)

NET 3260 Managers Ley Hoegh Port belonging to Oslo

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

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

CHARACTER. for Special Survey. Date of last Survey and of Periodical Surveys. Machinery and Boiler surveys (including date of N.B., if any).

+100 A1 mib +LMC. 7.38

fastened. 1.38

Carry fuel oil in

FP. 150°F in

pass through

dry tanks. Carry oil

in after dry tank.

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

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 mib plates renewed at lower part stem frame.

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

for paint & No. 1 DB steamed and fastened.

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 hull 335 shell rivets renewed - 25 rivets E.W. 259 caulked. 45 feet seam caulked.

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

Refrigerator hold 47 rivets E.W. 88 rivets caulked. 14 feet seam caulked.

No. 4 hull 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 Faired or Repaired ... Stem frame.

Faired or Repaired in place

PRESENT CONDITION OF THE

Decks Good State if Tanks have been examined inside A dry Air and Sounding Pipes good Copper, or Y.M. of Wood Vessels (State if on Vell). When put on, Month Year

Caulking of Decks " State if Tanks now tested heads, No. 1, 7 & deep. Dbng. Plates under Sounding Pipes " Boats Good

Coamings " Bulkheads " Engine Room Skylights " Masts, Yards, &c. "

Beams & Fastenings " Ceiling " Coal Bunkers, Open'gs, Lids, &c. " Condition, how ascertained from area

Outside Plating " Cement or Asphalt (State which.) " Oil Bunkers " Scuppers " Sails "

in way of sidelights " Rudder Good Cargo Hatchways " Hatches " Equipment letter "

Breasthooks " Steering gear and its connections " Planking of Wood Vessels " Anchors, No. of "

Transoms " Windlass " Caulking ditto " Chain Locker "

Frames " Have pumps now been examined and found efficient? " Treenails ditto " Cables (State if now ranged) "

Reverse Frames " Have Sluice Valves now been examined and found efficient? " Breasthooks & Stemson ditto " " length (on board) mean diamr. "

Longitudinals " Have Watertight Doors now been examined and found efficient? " Timbers of Frame at openings ditto " " Rule length size "

Transverses " Have Ventilators and their Coamings been examined and found efficient? " Ditto Ditto at other places ditto " Hawser & Warps "

Floors " Stringers " Salting (State if examined.) ditto " Standing and Running Rigging "

Keelsons " Inner Bottom Plating No. 1, 2, 7. and found efficient? Yes

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 eligible in my opinion to remain as classed, with fresh record of Survey 7.38.

Lower half stem frame to be further examined or renewed next dry docking

After dry tank fitted to carry fuel oil. FP above 150°F. Fuel oil not to be carried in FSA tanks when req.

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

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

Survey Fee (per Section 20) £

Special Exam or Repair Fee (if any) (per Sec. 20) 155 00

Travelling Expenses (if chargeable) 6 00

Second Surveyor's Fee (if any) 10 00

Comptroller's Minute Withdrawal clause

Character Ass'n insert

Trade Ver. & Cert. Subs

Received by me, Asst. Surveyor

Surveyor to Lloyd's Register of Shipping.

General Committee

Thursday 24 September 1938

Decision of Standing Committee

Lloyd's Register Foundation

013436-013443-0219/1

M/V HOEGH SILVERSTAR.

A.P. 8 shell rivets E.W. 26 rivets caulked. 4 feet seam caulked. and 20 feet seam E.W.

Rudder. 135 rivets E.W.

F & A peaks tested to full head.

No 1 STB " " "

All riveting & caulking now done in tray of holds hose tested.

Midship deck tank tested to full head. P+S.

After deck tank P+S. Bulkhead bracing bars. Seams & bulbs 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 & bulbs. deep lane hatch covering & tunnel escape covering now reinforced by E.W.

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

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} and above lower pintle. found badly corroded, and showing numerous surface cracks. Cracks tested out and found to be from 1/2" to 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 when previously E.W. to casting - 2 rivets missing, and others corroded.

Now reinforced by fitting an additional steel plate P+S. 48" deep x 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 0.75 inch
all letters

7/6170

