

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 19... When handed in at Local Office 7. 3. 1941 Port of Belfast

No. in Survey held at Belfast

Date, First Survey 3rd Jan 1941 Last Survey 20 July 1941

76047 on the Wood Iron or Steel S.S. "HOPE STAR"

(No. of Visits 19)

TONNAGE:-
GROSS 5267
UNDER DK. 4885
NET 3192

Built at Newcastle

By whom Swan Hunter & Wigham Richardson When 1936 2

Owners Wallend Shipping Co. Ltd.

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

Managers Stott Mann & Fleming Ltd.

Port belonging to Newcastle.

Surveyed Afloat or in Dry Dock? Afloat Name of Dock Abercrombain Destined Voyage see report.

DBorDBa feet; uE&B feet; f feet
Capacity tons. FPT tons; APT tons; MT feet tons.

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

Only alterations in the existing records of tanks should be inserted.
B.—All alterations in the existing records should be underlined.

st Report, No. 12932 Port Bel

CHARACTER.
For Special Survey.
Date of last Survey and of Periodical Surveys.

Machinery and Boiler Surveys
(Including date of N.B., if any).

+ 100 A 1
With freeboard
12.39

+ LMC 2.36
T.S. C.L. 9.38

Medical 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.

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 Yes, not required.

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? Messrs. Maxton.

REPAIRS, OR EXAMINATION AS PER RULE, FOR

Damage stated to have been caused (Underwriters)

By grounding on 6 Dec. 1940 in Belfast Lough where vessel had been at anchor and in subsequent efforts to refloat.

2. By heavy weather from 22nd to 27th Nov. 1940 whilst on voyage from Buenos Aires to U.K. For further particulars please see vessel's log books.

Damage 1. On examination inner bottom was found buckled from side to side of vessel immediately forward of Boiler Room this buckle extended up sides to approximately second deck. Inner bottom also set up in No. 1. hold port, deep tank port starboard, No. 2A hold, No. 3 hold locally, in tunnel out mid length also buckled on starboard side at fore end of inner bottom in engine room, this being associated with buckling of side shell. Upper (2nd) Dk. buckled port and starboard from Freshwater tank hatch No. 2A hatch to ship's side. Side plating in forepeak tank damaged on starboard side above

ARY OF DAMAGE REPAIRS:-

Shell Plates.

Frames.

R. Frames.

Floors and Bracket Floors

Beams.

Inner Bottom Plates.

Dk. Plates.

Other Items:-

Renewed

Removed and Fair'd or Repaired

Fair'd or Repaired in place

NT CONDITION OF THE

Temporary repairs as detailed.

ing of Decks

ings

& Fastenings

Plating

in way of sidelights

Frames

ndinals

orses

is

rs

ottom Plating

he Tanks been examined internally?

he Tanks been tested?

Bulkheads

Ceiling

Cement or Asphalt

Rudder

Steering gear and its connections

Windlass

Have pumps been examined and found efficient?

Have Sluice Valves been examined and found efficient?

Have Watertight Doors been examined and found efficient?

Have Ventilators and their Coamings been examined and found efficient?

Air and Sounding Pipes

Doubling Plates under Sounding Pipes

Engine Room Skylights

Coal Bunkers, Openings, Covers, &c.

Oil Bunkers

Scuppers

Cargo Hatchways

Hatches

Planking

Caulking

Treenails

Breasthooks & Stemson

Transoms, Pointers & Crutches

Timbers of Frame at openings

at other places

Stringers, Clamps & Shelves

Salting

(State if examined.)

Copper, or Y.M.
(State if on Felt.)

When fitted, Month Year

Boats

Masts, Yards, &c.

Condition, how ascertained
(State if wedges removed.)

Equipment letter

Anchors, No. of

Cables (State if now ranged)

length mean diamr.

(on board)

Rule length size

Chain Locker

Hawsers & Warps

Standing and Running Rigging

Sails

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."

In view of decision not meantime to effect permanent repairs and to place vessel on the beach in some site to be selected, this report is forwarded for the information of the Committee.

Fee (per Section 29) £

Damage or Repair Fee (if any) £ 21

ng Expenses (if chargeable) £

Surveyor's Fee (if any) £

Fees applied for,

1.3- 19.41

Received by me,

19.

L.R. Edgar & F. C. Coates.

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Character Assigned

Deferred

Deferred

Deferred

Deferred

Deferred



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Lloyd's Register Foundation

W1013-0272 1/2

2.

upper stringer. Bilges and inner bottom cleaned and examined all fore and aft. Coal removed from side bunkers in Boiler Room, put + stored. Bilges cleaned and examined + coal subsequently replaced.

Owing to extent of damage and to time necessary for permanent repairs it was decided to effect temporary repairs afloat to enable vessel to be towed to another port for permanent repairs. (See also note at conclusion of report.)

Temporary repairs now done. Riveting examined in bulges all fore and aft, defective rivets plugged or welded and margin bar and frames where necessary wedged watertight. Cement fitted between tank side brackets as indicated below. In some cases plates welded over cement to tank side brackets, shell and margin plate.

No. 1 hold 8 bidge spaces cemented port side aft. Some inner bottom riveting welded.

No. 2 hold. 8 bulge spaces cemented port + 5 starbd.

No. 2 A hold. 6 bldg spaces cemented fore + 5 starbd. Girders fitted full length of hold fore + starbd. over side girders in double bottom with transverse supporting brackets.

One large bracket fitted each side to bulkhead and shell about 8 feet above inner bottom over buckle to side shell. Connections welded. Base angle of centre line bulkhead at after end of hold welded & made good as necessary, also welding of riveting on inner bottom.

Boiler Room. 3 bilge spaces cemented in starbd. bunker also cement frame chocks renewed
4 starbd. 6 port.

Inqrie Space. 8 bilge spaces cemented starbd. 2 small girders fitted to inner bottom over buckled portion. 2 cement boxes fitted at sea connections in starbd bilge, also

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

ANCHORS.

Number of Certificate.	Anchors.*	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST PER CERTIFICATE.				WEIGHT REQUIRED BY RULE.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.			
	1st Bower ...																
	2nd „ ...																
	3rd „ ...																
	Collective Weight. ...																
	Steam.....																
	Kedge.....																

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

CHAIN CABLES.

[illegible]

at pipe flange to inner bottom at starbd. margin forward.

Deep tank. 2 bilge spaces cemented starb.

No. 3 hold. 9 bilge spaces cemented starboard. Girders fitted from forward bulkhead to after pillar over side girder in dble. bottom port side. Inner bottom riveting welded in places on port side, also tunnel foundation angle cemented on port side.

Tunnel. At about mid length riveting in inner bottom welded and 2 holes filled in. Cement bow fitted for 9 stiffener spaces to base of port side of tunnel.

In engine boiler spaces, 5 short sounding pipes extended to above ballast loadline.

S.S. 'HOPE STAR'

3.

also caps to 4 in tunnel. Sounding pipes adjusted in length & plates fitted in way of cemented bilges as necessary, limber holes cut & drainage channels made in bilges, strum boxes cleaned including extra sections to deep tanks, and drainage holes between 2 & 2A holds enlarged at bottom of bilge. Towards conclusion of these repairs the inner bottom was placed under a small head of water exhibiting satisfactory water tightness, also in bilges. Manhole cover fitted to fore peak tank top and forepeak bulkhead examined by Chief Officer with tanks filled and stated tight and satisfactory.

Fore Peak. Shell on starboard side damaged, at fore end above upper stringer, staked by anchor during refloating operations. Cement box fitted as necessary.

Damage 2. After end of saloon house, starboard side (in way of forewards room) slightly set in, sheathing of bridge and boat decks leaking slightly.

Nothing has been done at this time in the way of repairs to damage 2 indicated above nor in respect of quay wall damage incurred at Buenos Aires and noted in Special Reasons list.

On completion of the above repairs information was subsequently received from the Bureau agents (Messrs. S. Stewart & Co.) that it has been decided through the Ministry of Shipping in conjunction with the Underwriters surveys that the vessel will not be towed away for repairs, nor permanent repairs effected at this port, but that she will be placed on the beach in some position to be selected locally for an indeterminate period.

2. R. 9