

# 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 Reg. Book Survey held at Belfast Date, First Survey 3<sup>rd</sup> Jan 1941 Last Survey 20<sup>th</sup> July 1941 (No. of Visits 19)

76047 on the Wood Iron or Steel S.S. "HOPESTAR"

TONNAGE:- Built at Newcastle By whom Swan Hunter & Wigham Richardson When 1936 2  
GROSS 5267 Owners Wallsend Shipping Co. Ltd. Owners' Address  
UNDER DK. 4885 Managers Stott Mann & Fleming Ltd. Port belonging to Newcastle  
NET 3192

Surveyed Afloat or in Dry Dock? Afloat Name of Dock Abercorn basin 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.

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

st Report, No. 12932 Port Bel

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 22<sup>nd</sup> to 27<sup>th</sup> 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 (2<sup>nd</sup>) 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

DESCRIPTION OF DAMAGE REPAIRS :-	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items :-
Renewed								Temporary repairs as detailed.
Removed and Faired or Repaired								
Faired or Repaired in place								

GENERAL CONDITION OF THE	Bulkheads	Engine Room Skylights	Copper, or Y.M. (State if on Felt.)
Age of Decks	Ceiling	Coal Bunkers, Openings, Covers, &c.	When fitted, Month Year
Plating	Cement or Asphalt	Oil Bunkers	Boats
Fastenings	Rudder	Scuppers	Masts, Yards, &c.
Plating in way of sidelights	Steering gear and its connections	Cargo Hatchways	Condition, how ascertained (State if wedges removed.)
Frames	Windlass	Hatches	Equipment letter
Cardinals	Have pumps been examined and found efficient?	Planking	Anchors, No. of
Stresses	Have Sluice Valves been examined and found efficient?	Caulking	Cables (State if now ranged)
Stresses	Have Watertight Doors been examined and found efficient?	Treenails	length mean diam. (on board)
Stresses	Have Ventilators and their Coamings been examined and found efficient?	Breasthooks & Stemson	Rule length size
Bottom Plating	Air and Sounding Pipes	Transoms, Pointers & Crutches	Chain Locker
Double Tanks been examined internally?	Doubling Plates under Sounding Pipes	Timbers of Frame at openings	Hawsers & Warps
Double Tanks been tested?		" " at other places	Standing and Running Rigging
		Stringers, Clamps & Shelves	Sails
		Salting (State if examined.)	

### 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)	£	Fees applied for, 7.3.1941
Damage or Repair Fee (if any) (per Sec. 29)	£ 21 - -	Received by me, 19
Working Expenses (if chargeable)	£	
Surveyor's Fee (if any)	£	

G.R. Edgar & F. C. Coates. Surveyors to Lloyd's Register of Shipping.

Committee's Minute

Character Assigned

Deferred  
Selected  
Deferred



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Lloyd's Register Foundation

W1013-0272 1/2

Is Certificate required? If so, to be sent to

HOPE STAR

2.

upper stringer. Bilges and inner bottom cleaned and examined all fore and aft. Coal removed from side bunkers in Boiler Room, port + starbd. 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 bilges 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 bilge spaces cemented port side aft. Some inner bottom riveting welded.

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

No. 2 A hold. 6 bilge spaces cemented port + 5 starbd. Girders fitted full length of hold port + starbd. on 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 center 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 chokes renewed 4 starbd. 6 port.

Engine 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.

Table with columns: 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.

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

CHAIN CABLES.

Table with columns: Number of Certificate, Length and size supplied, Test per Certificate, WEIGHT OF CHAIN CABLE, Length and size per rule, Description, Makers of Cables, When and where tested and Superintendent.

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

Deep tank. 2 bilge spaces cemented starbd.

No 3 hold. 9 bilge spaces cemented starbd. 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 hds filled in. Cement box 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 suction to deep tank, and drainage holes between 2 + 2 A 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 tank filled and stated tight and satisfactory.

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

Damage 2. After end of saloon house, starboard side (in way of stewards 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 Owners agents (Messrs. S. Stewart & Co.) that it has been decided through the Ministry of Shipping + in conjunction with the Underwriters surveyors 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.

L.R.G.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

N.B. - If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much dampened as to spread the ink, or to cause it to show through to the other side.