

Lloyd's Register of Shipping

BRITISH COLUMBIA

1319 MARINE BUILDING
VANCOUVER, B.C.

August 3, 1938

Checkd. 18/8

Dr. James Montgomerie,
Chief Ship Surveyor,
Lloyd's Register of Shipping,
London, E.C.3

Dear Dr. Montgomerie:-

I am enclosing a copy of a letter I am sending to Mr. Bennett, with my Report on the "HOEGH SILVERSTAR", and I am also enclosing photos showing the condition of the riveting, and of the Rudder post.

The riveting shows the usual corrosion in a new ship which has lost its coating, although perhaps rather heavy for seven months.

I do not know if she was docked after being launched, and if not, the period may be nearly nine months.

There is one rather peculiar feature in the forward end of the vessel:

The rivet heads are marked with a raised letter "H", and this has not been distorted or flattened in the riveting.

The Ship's plating does not show any corrosion.



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"Hoegh Silverstar"

The "Hoegh Silverstar" is reported to have a very severe side vibration, particularly at 95 revolutions.

The Builders have a man on board at present looking into this matter.

A slight distortion at the tip of one blade of the four-bladed solid bronze propeller has been faired, and under orders from the Owners, 5-1/2" has been removed from the tip of each blade, reducing the diameter by 11".

The screw shaft was examined and found in order, and the propeller has been balanced in the shop, and found good.

In checking the pitch, two opposite blades were found to be about 10" less pitch than the other opposite blades.

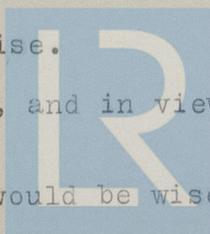
The Rudder post shows up badly, and I am afraid the excessive side vibration is mainly responsible.

It was impossible to avoid reinforcement, and I am sure the Owner will take a serious view of the matter.

Providing the changes in the propeller have largely reduced the vibration, the post, as strengthened, may last for a long period, but not otherwise.

Under the circumstances, and in view of the fact that the ship is new, I think it would be wise to have a new

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"Hoegh Silverstar"

casting on hand when she is next dry docked, and perhaps the change from the solid section to the "U" section could be made more gradual.

Yours very truly,

A Scott

Surveyor

AS/mk

Encl.



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