

## REPORT OF SURVEY FOR REPAIRS, &amp;c., OF ENGINES AND BOILERS

Date of writing Report 15th April 1948 When handed in at local office 15th April 48 Port of Rio de Janeiro

No. in Survey held at Rio de Janeiro Date of Survey 1/4/48 Last Survey 15/4 1948  
Reg. Book. 25767 on the Machinery of the *Woolf/Low/L Steel* S/S "HOPESTAR"

Gross 5267 Vessel built at Wallsend By Swan, Hunter & Wigham Richardson Ltd. 1936 -2  
 Net 3192 Engines made at Wallsend wing boilers 1936 by Parsons Marine Steam Turbine Co. Ltd. 1936  
 Nominal Power 586MN Boilers, when made (Main) centre boiler 1947 (Donkey) -  
 of Main Boilers 3 Owners Wallsend Shipping Co. Ltd. Owners' Address  
 of Donkey Boilers - Managers Stoot, Mann & Fleming Ltd. Port Newcastle Voyage  
 Main Boilers 2851bs If Surveyed Afloat or in Dry Dock Afloat - Anchorage  
 Donkey Boilers - (State name of Dock.)

Report No. 20673 Port B. as

## Particulars of Examination and Repairs (if any)

## Boiler repairs

Medical Surveys, when held, must be reported in detail and verbatim in the terms of the Rules. State clearly the cause of repairs. If any repairs are made, 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 briefly summarized at the end of the report. State also the dates and initials of any letters respecting this case.

In 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 why they were declined. copy of Report 10 attached

A damage report made by anyone else? If so, by whom?

The Surveyor personally go inside each Main Boiler separately and make a thorough examination of the tubes?

Donkey

State for what reasons

What parts of the Boilers could not be thus thoroughly examined?

at special means, in the absence of internal examination, were adopted by the Surveyor to assure himself of the thorough efficiency of those parts of each Boiler?

The latest date of internal examination of each boiler

The Surveyor examine the Safety Valves of the Main Boilers?

To what pressure were they afterwards adjusted under steam?

The Surveyor examine the Safety Valves of the Donkey Boilers?

To what pressure were they afterwards adjusted under steam?

The Surveyor examine all the manholes, doors and their fastenings of the Main Boilers?

and of the Donkey Boilers?

The Surveyor examine the drain plugs of the Main Boilers?

and of the Donkey Boilers?

The Surveyor examine all the mountings of the Main Boilers?

and of the Donkey Boilers?

The screw shaft now been drawn and examined?

Has it a continuous liner?

Is an approved oil retaining appliance fitted at the after end?

The shaft now been changed?

If so, state reasons

Has the shaft now fitted been previously used?

Has it a continuous liner?

An approved oil retaining appliance fitted at the after end?

State date of examination of Screw Shaft

State the wear down in the

Is electric light and/or power fitted?

If so, did the Surveyor examine the generators, motors, switches, cables and fuses?

The insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms?

Engine parts, when referred to by numbers, should be counted from forward.

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done.

It is stated by the Master that a complete Boiler Survey will be carried out upon the vessel's arrival in the U.K., for which the vessel now sails.

## SURVEY CONFINED TO THE FOLLOWING:-

At the request of the Master, Owners Agents and Lloyd's Agents boilers generally examined for stated excessive leakage, which caused the Master to put in to this port on the 31st March 1948, whilst on a voyage from the River Plate to the U.K.

Vessel afloat. Found upon examination a number of tubes leaking at back ends in each of the wing boilers, Strd. main check valve spindle seized in bridge, water gauge column giving faulty reading, and internal feed pipe holed. Centre boiler water gauge column drain cock plug leaking. Port boiler top test cock plug leaking.

Repairs now carried out:- Boilers blown down, superheat elements removed and the following spare tubes fitted:-

port boiler	port	centre	starboard
stand. boiler	6	9	-

P.T.O.

## General Observations, Opinion, and Recommendation: The machinery of this vessel is eligible, in my

opinion, to be continued as classed without Fresh Record of Survey, subject to the remainder of the plain tubes in port and starboard boilers being specially examined at the Boiler Survey, which it is stated, will be carried out on the vessel's arrival at a U.K. port, for which she now sails, and as already subject regarding the Thermol engine crank shaft.

Fee (per Section 29) £ 2,500.00

Fee applied for 15/4 48

Total Charge or Repair Fee (if any) £ 700.00

Received by me, 19

Travelling expenses (if chargeable) £

700.00

Committee's Minute

WED. 2 JUN 1948

Assigned

Write Owners  
 C.M. Lin

Lth. M.C. 8/6/48

W1013-0027



© 2020

Lloyd's Register Foundation



4268

Starboard boiler main check valve spindle renewed, thread in Bridge recut and valve seat machined. Water gauge column dismantled and new leads & asbestos packed cocks fitted in the absence of spare "Klinger" type cocks. Internal feed pipe repaired. Centre boiler water gauge column drain cock plug renewed. Port boiler top test cock plug renewed.

5 MAR 1948

5m, 12, 46.

Received

VESS



© 2020

Lloyd's Register  
Foundation

pr  
ch  
Su  
ne

(c

(The Surveyors are re  
Se  
C  
C