

REPORT OF SURVEY FOR REPAIRS, &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 First Survey 1/4/48 Last Survey 15/4 1948
Reg. Book. 25767 on the Machinery of the *W/dob/100/d Steel* S/S "HOPESTAR" (No. of Vessels 5)

Gross 5267 Vessel built at Wallsend By whom Swan, Hunter & Wigham Richardson Ltd. 1936 -2
Net 3192 Engines made at Wallsend By whom Parsons Marine Steam Turbine Co. Ltd. 1936
Nominal Power 586MN Boilers, when made (Main) wing boilers 1936 centre boiler 1947 (Donkey) -
of Main Boilers 3 Owners Wallsend Shipping Co. Ltd. Owners' Address Newcastle
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
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 briefly summarized at the end of the report. State also the dates and initials of any letters respecting this case.

CLASSIFICATION	CLASSIFICATION
100AL 6,47	LMC 4,46
with freeboard	BS 5,47
SSNwc -4,46	NB (centre) 47
	CL 3,47

In those 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

Has a damage report made by anyone else? If so, by whom? -

Did 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? latest date of internal examination of each boiler

Did the Surveyor examine the Safety Valves of the Main Boilers? To what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of the Donkey Boilers? To what pressure were they afterwards adjusted under steam?

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

Did the Surveyor examine the drain plugs of the Main Boilers? and of the Donkey Boilers?

Did the Surveyor examine all the mountings of the Main Boilers? and of the Donkey Boilers?

Has the screw shaft now been drawn and examined? Has it a continuous liner? Is an approved oil retaining appliance fitted at the after end?

Has the shaft now been changed? If so, state reasons Has the shaft now fitted been previously used? Has a continuous liner?

Is an approved oil retaining appliance fitted at the after end? State date of examination of Screw Shaft State the wear down in the shaft

Is electric light and/or power fitted? If so, did the Surveyor examine the generators, motors, switches, cables and fuses?

Has 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.

Repairs now carried out:- Boilers blown down, superheat elements removed and the following spare tubes fitted:-
port boiler port centre starboard
stard. 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) £
Total Repair Fee (if any) Cr\$ 2,500,00
Travelling expenses (if chargeable) £ 700,00
Received by me, M. Caldwell
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute WED. 2 JUN 1948

Approved by Owners 5/6
Lloyd's Register of Shipping
W1013-0027



4268

Starboard boiler main check valve spindle renewed, thread in Bridge recut and valve seat machined. Water gauge column dismantled and new lead & 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.

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