

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

(Received at London Office)

Date of writing Report 28 Sept 1946. When handed in at Local Office 1946

Port of DUBLIN

No. in Survey held at Reg. Book. 75284 on the Machinery of the Wood, Iron or Steel S.S. "HOPESTAR"

Date. First Survey and Last Survey 26 Sept 1946 (No. of Visits One)

Tonnage Gross 5267 Vessel built at WALLSEND. By whom SWAN, HUNTER, NICHAM, RICHARDSON & CO. When 1936-2

Net 3192 Engines made at (Donkey) 1936

Boilers, when made (Main) 1936 Owners WALLSEND SHIPPING CO. LD.

Managers SPOTT, MANN & FLEMING LD. Owners' Address (if not already recorded in Appendix to Register Book.)

Port NEWCASTLE. Voyage

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

CHARACTER: * for Special Survey. Date of last Survey and of Periodical Surveys. Years assigned how expired. Machinery and Boiler Surveys (including date of N.B., if any)

+100A1 WITH FORWARD. +17C. 4.46.8.41. 4.46.7.45. BS. 3.46.9.44. S.S. HVC. No 1-AH. TS 3.46.9.44. EXAMINED. 2.45. 4.46

Tonnage opening closed 41 (WG)

Special Report No. 8372 Port Bal.

Particulars of Examination and Repairs (if any) DAMAGE F.D. PAN. ENGINE.

Special 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 why they were declined. INTERIM CERT. ISSUED COPY ATTACHED.

Is a damage report made by anyone else? If so, by whom? YES. UNDERWRITERS SURVEYOR MR C. E. ROPPEY

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? YES

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

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

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

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

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

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

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

Is an approved oil retaining appliance fitted at the after end? YES State date of examination of Screw Shaft. YES State the wear down in the stern bush. YES Is electric light and/or power fitted? YES If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? YES

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

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.

Damage to the forced draught engine on 23rd September 1946 whilst on a voyage from Liverpool to Halifax.

How done: Examined forced draught fan and engine. Engine taken to ship and dismantled.

Found: Connecting rod top end bolts broken top end branes show signs of overheating and lower half fractured, top end pin badly bruised and scored, crosshead shoe broken, engine casing diaphragm plate in way of piston rod gland cracked, piston rod bent cylinder cover broken, piston rings slack, piston valve slack, lubricating oil pipes bent and broken filter dirty.

Repairs Recommended: Connecting rod top & bottom end bolts renewed, top end branes renewed, top end pin renewed, crosshead shoe renewed. Continued.

General Observations, Opinion, and Recommendation: The machinery of this vessel so far as now seen is in good condition and eligible in my opinion to remain as now classed without fresh record. Subject to forced draught engine being permanently repaired on completion of the vessel's voyage in about 6 to 8 weeks.

Survey Fee (per Section 29) £ : : Fees applied for 30 Sept 1946

Special Damage or Repair Fee (if any) (per Section 29.) £ 7 : 7 : 0 Received by me, R. B. Green, Engineer Surveyor to Lloyd's Register of Shipping.

Travelling expenses (if chargeable) £ 5 : 6 : 4

Committee's Minute Assigned As now, subject



Insert Character of Ship and Machinery precisely as in the Register Book.

Is a Certificate required? If so, to be sent to

S.S. "HOPESTAR."

Piston rod renewed.

Cylinder cover renewed all fastenings renewed. Cylinder examined under hydraulic test.

Piston valve renewed.

Piston rings renewed.

Lubricating oil pipes cleaned repaired & part renewed.

" " filter cleaned.

Crank shaft placed in bath found satisfactory, coupling skinned shaft rebedded in bearings.

Repairs Temporary.

Engine casing diaphragm plate efficiently patched with steel plates inside and outside secured with 9/16" top bolts with lock nuts.

The Captain stated that permanent repairs will be carried out on the vessel's return from her present voyage in about 6 to 8 weeks. This in my opinion is satisfactory.

R. B. Green.