

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

Date of writing Report 28 Sept 1946 When handed in at Local Office 19 Port of DUBLIN  
 No. in Reg. Book 75284 Survey held at COB. (QUEENSTOWN) Date. First Survey and Last Survey 26 Sept 1946  
 on the Machinery of the Wood, Iron or Steel S.S. "HOPESTAR" (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 do. By whom PARSONS MARINE STEAM TURBINES CO. When do.  
 Nominal Power MN 400 Boilers, when made (Main) 1936 (Donkey) 1936  
 of Main Boilers 2 (Sat) Owners WALLSEND SHIPPING CO. LD. Owners' Address NEWCASTLE  
 of Donkey Boilers 1 Managers JOHN MANN & FLEMING LD. (if not already recorded in Appendix to Register Book.)  
 Steam Pressure 285 lb Port NEWCASTLE Voyage do.  
 in Main Boilers 285 lb If Surveyed Afloat or in Dry Dock COB. HARBOUR  
 in Donkey Boilers 120 lb (State name of Dock.)

st Report No. 8372 Port Bal

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

Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. 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 briefly summarised at the end of the report. 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 why they were declined INTERIM CERT. ISSUED COPY ATTACHED

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

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? MA C. E. REPORT

" " Donkey " " " "

not, state for what reasons.

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

What 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?

State latest date of internal examination of each boiler.

Present condition of funnel(s)

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?

Is the screw shaft now been drawn and examined?

Has it a continuous liner?

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

Is shaft now been changed?

If so, state reasons.

Has the shaft now fitted been previously used?

Has it 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 stern bush

Is electric light and/or power fitted?

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

Is 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

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 Permanent.

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

(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, BS 9.11, B&MS 9.11, LMC 9.11 or LMC 140 lb., FD, &c.)

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) £ 7 : 7 : 0  
 (per Section 29.)  
 Travelling expenses (if chargeable) £ 5 : 6 : 4  
 Received by me, 19

R. B. Green

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Assigned

As now, subject



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 &amp; 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" lap 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.