

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

(Received at London Office 19 DEC 1945)

Date of writing Report 14th Dec. 1945. When handed in at Local Office 17th Dec. 1945. Port of MIDDLESBROUGH.
No. in Survey held at MIDDLESBROUGH. Date. First Survey 21st Nov. Last Survey 7th Dec. 1945.
Reg. Book. 26019 on the Machinery of the Wood, Iron or Steel s.s. "HOPESTAR".

Tonnage Gross 5267 Vessel built at Newcastle By whom Swan Hunter & Wigham When 1936 2
Net 3192 Engines made at Wallsend By whom Parsons Marine Steam Turbine Co. Ltd. 1936 2
Nominal 400 HP Boilers, when made (Main) 1936 (Donkey)
No. of Main Boilers 2 SB Owners Wallsend Shipping Co. Ltd. Owners' Address (if not already recorded in Appendix to Register Book.)
No. of Donkey Boilers 1 Managers Scott, Mann & Fleming Ltd. Port Newcastle Voyage
Steam Pressure in Main Boilers 285 lb If Surveyed Afloat or in Dry Dock Eston Jetty & L.N.E.R. Dock
in Donkey Boilers 120 lb (State name of Dock.)

Last Report No. Port

Particulars of Examination and Repairs (if any) Machinery Repairs.
(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.)

In 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

Was 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 at this time?

Donkey

If 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?

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 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?

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 Complete.

The Funnel found thin and holed was patched and remains efficient.

The Owners' Representative stated that an order had been placed on Tyneside for a New Funnel and will be fitted on the vessel's return to the United Kingdom.

Ballast Pump was overhauled. Bucket rods found undersize were renewed, buckets were built up with bronze welding and ridges ground off liners.

Minor machinery repairs were carried out on the auxiliary machinery and on completion tried out under steam and found satisfactory.

Survey Fee (per Section 29) £ : : Fees applied for 18.12. 1945
Special Damage or Repair Fee (if any) £ 2 : 2 : 0 Received by me, 19
(per Section 29.)
Travelling expenses (if chargeable) £ : :
LICENCE CASE.
Committee's Minute FRI. 25 JAN 1946
Assigned As now

Repairs to funnel & ballast pump

It is submitted that this
vessel is eligible to remain
as CLASSED.

Roll
21/1/46



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