

# Report of Survey for Repairs, &c., of Engines and Boilers.

(Received at London Office \_\_\_\_\_)

Report 24th July 1945 • When handed in at Local Office 24th July, 1945. Port of MANCHESTER.

Survey held at MANCHESTER. Date, First Survey 21st June Last Survey 23rd July 1945.

the Machinery of the Wood-Inner Steel S.S. "HOPESTAR". (No. of Visits 8)

Year. Month. 1936. 2.

Vessel built at Newcastle. By whom Swan, Hunter & Wigham Rechrds When 1936.

Engines made at Wallsend. By whom Parsons Marine Steam Turbine Co. Ltd. (Donkey) When 1936.

Boilers, when made (Main) 1936.

Owners Wallsend Shipping Co. Ltd. Owners' Address \_\_\_\_\_

Managers Stott, Mann & Fleming Ltd. Port NEWCASTLE. Voyage \_\_\_\_\_

Surveyed Afloat & in Dry Dock Salford Docks and No.1 Drydock, M/c.

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

Port No. \_\_\_\_\_ Port \_\_\_\_\_

Reasons of Examination and Repairs (if any) DOCKING, COMP.BS and REPAIRS.

When held, must be reported in detail and seriatim in the terms of the Rules. State clearly the nature and extent of Examinations and subsequent Repairs. Repairs on machinery (the cause of which must be stated) should be separated from Repairs due to other causes; and details of any letters respecting this case.

Where the Surveyor has not made a special damage report he is required to state whether he has declined to do so, and why they were declined

Has anyone else reported damage? If so, by whom? \_\_\_\_\_

Did you personally go inside each Main Boiler separately and make a thorough examination at this time? \_\_\_\_\_

Did you personally go inside each Donkey Boiler separately and make a thorough examination at this time? \_\_\_\_\_

Were any 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 of internal examination of each boiler \_\_\_\_\_ Present condition of funnel Efficient.

Did you examine the Safety Valves of the Main Boiler? \_\_\_\_\_ To what pressure were they afterwards adjusted under steam? \_\_\_\_\_

Did you examine the Safety Valves of Donkey Boiler? \_\_\_\_\_ To what pressure were they afterwards adjusted under steam? \_\_\_\_\_

Did you examine all the manholes, doors and their fastenings of the Main Boilers? \_\_\_\_\_, and of the Donkey Boilers? \_\_\_\_\_

Did you examine the drain plugs of the Main Boilers? \_\_\_\_\_, and of the Donkey Boilers? \_\_\_\_\_

Did you examine all the mountings of the Main Boilers? \_\_\_\_\_, and of the Donkey Boilers? \_\_\_\_\_

Has the shaft now been drawn and examined? \_\_\_\_\_ Is it fitted with continuous liner? \_\_\_\_\_ Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? \_\_\_\_\_

Has the shaft been changed? \_\_\_\_\_ If so, state reasons \_\_\_\_\_

Has the shaft now fitted been previously used? \_\_\_\_\_ Has it a continuous liner? \_\_\_\_\_ Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? \_\_\_\_\_

State the distance between lignum vite or bearing metal of stern bush and top of after bearing of screw shaft \_\_\_\_\_

Are the parts, when referred to by numbers, should be counted from forward? \_\_\_\_\_ Is electric light not fitted Yes. \_\_\_\_\_

Did the Surveyor examine the generators, motors, switchgear, cables and fuses? \_\_\_\_\_ As stated. \_\_\_\_\_

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

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

WORK DONE FOR DOCKING. Vessel placed in drydock, propeller, after end of stern bush and all outside fittings examined and found or placed in order.

WORK DONE FOR COMPLETION B.S. External drain valves fitted to internal steam separators on port and starboard boilers, and internal pipes coupled up.

WORK DONE FOR BOILER REPAIRS. Port Main Boiler. One stoppered stay tube removed and new tube fitted. Check valve on port boiler removed and new seat fitted. A number of minor repairs effected under T. Licence.

ELECTRIC LIGHT INSTALLATION. No.2 dynamo field coils renewed, commutator skimmed, brush gear examined and now found satisfactory.

General Observations, Opinion, and Recommendation:— The machinery of this vessel, so far as examined, is in good condition and eligible, in our opinion, to remain as classed with fresh record as S. 2,45 as previously recommended.

Signature of Surveyor: R.C. Clayton Engineer Surveyor to Lloyd's Register of Shipping.

Signature of Owner/Manager: \_\_\_\_\_

Date: TUES. 21 AUG 1945

Signature of Surveyor: Bloodgood

Signature of Owner/Manager: \_\_\_\_\_

Signature of Surveyor: \_\_\_\_\_

Signature of Owner/Manager: \_\_\_\_\_

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

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

