

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

(Received at London Office

13 MAR 1945)

Date of writing Report 12th. Mar. 1945 When handed in at Local Office 12th. Mar. 1945 Port of CARDIFF.
 No. in Survey held at CARDIFF. Date. First Survey 19th. Feb. Last Survey 28th. Feb. 1945.
 Reg. Book. 76786. (No. of Visits 6.)

on the Machinery of the ~~Wood~~ Steel Sc. "HOPESTAR".
 Tonnage Gross 5267. Vessel built at Newcastle. By whom Swan Hunter & Wigham When 1936. 2
 Net 3192. Engines made at Wallsend. By whom Richardson Ltd. When 1936
 Nominal 400 Boilers, when made (Main) 1936. (Donkey) 1936.
 Horse Power 2 Owners Wallsend Shipping Co., Ltd. Owners' Address
 No. of Main Boilers 2 Managers Stott, Mann & Fleming Ltd. Port NEWCASTLE. Voyage ---
 No. of Donkey Boilers 1
 Steam Pressure 285 lb in Main Boilers
 in Donkey Boilers 120 lb
 If Surveyed Afloat ~~xxxx Dry Dock~~ Queens Dock.
 (State name of Dock.)

Last Report No. 12091 Port 7ch

Particulars of Examination and Repairs (if any) Part B.S. & General Examn.

(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? No.

" " Donkey " " " No.

If not, state for what reasons As under. 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) Efficient.

Did the Surveyor examine the Safety Valves of the Main Boilers? No. To what pressure were they afterwards adjusted under steam? 285 lbs.

Did the Surveyor examine the Safety Valves of the Donkey Boilers? No. To what pressure were they afterwards adjusted under steam? 120 lbs.

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? As under. 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 To complete B.S. the external drain valves to internal steam separators on Port & Starboard boilers require to be renewed. Stated will be done on vessel's return.

Now done:- Part B.S. (see also Manchester Report 12091).

Port Boiler main feed check valve and internal pipes renewed.

Port auxiliary steam valve and auxiliary superheat cross connections valves overhauled and made satisfactory.

Safety valves of Main Boilers & superheaters, also of Donkey Boiler adjusted under steam. The external drain valve to internal steam separator fitted to Port Boiler, but found leaking badly and had to be removed and again blanked off. It is stated that new drain valves would be ordered and fitted on vessel's return.

General Examination (as per Manchester Report No. 12091).

Forward dynamo engine and fan engine overhauled and repaired.

Main feed pump suction and discharge valves overhauled.

General Observations, Opinion, and Recommendation:— The Machinery of this vessel as now seen, is in safe

(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 or LMC 9.11 or LMC 140 lb., FD, &c.) CS 3.34,

working order and eligible in my opinion to remain as classed with fresh record of B.S. 2.45, when survey is completed also notation "Examined 2.45 (12 months)" as previously recommended.

Survey Fee (per Section 29) £ : : Fees applied for 12th. Mar. 1945.

Special ~~Repair~~ Repair Fee (if any) £ 4 : 4 : - Received by me,

Travelling expenses (if chargeable) £ : : 19.

Committee's Minute

Assigned

Engine Surveyor to Lloyd's Register of Shipping.

© 2020

Lloyd's Register

Foundation

W1013-0088

Has a Survey also been held on Ship?

If so, is the Report sent now, or when will it be sent?

MADE AND PRINTED IN ENGLAND.

10th. 4. 14—Transfer Ink.

(The Surveyors are requested not to write on or below the space for Committee's Minute.)

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

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

Dynamo engine top end pin and piston rings renewed.

Fan engine piston valve and piston rings renewed.

Main engine could not be tested under steam owing to berthing position.

Chief Engineer reported that main engines ran satisfactorily on voyage from Manchester, with adequate vacuum.

Vessel left this port, but returned owing to reported considerable leakage through blowdown valve on port boiler. Shipside blowdown cock and cover, port side also leaking badly.

Port boiler blowdown and scum valves examined, found in apparent order, so removed and tested to 600 lbs hydraulic pressure for possible porosity in seats, but found satisfactory.

Port shipside opening blanked by diver, blowdown cock ground in and cover rejointed.

Boilers subsequently examined under steam and found tight.

Auxiliary condenser circulating pump also reported defective.

Piston rings renewed, slide valves faced and valve gear pins renewed.

pump tested and found satisfactory.

Joseph Vanden