

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

(Received at London Office 14 FEB 1945)

Date of writing Report 12th February 1945. When handed in at Local Office 12th February 1945. Port of MANCHESTER.

No. in Survey held at MANCHESTER. Date. First Survey 13.1.45 Last Survey 9.2.1945. (No. of Visits 17.)

76786. on the Machinery of the ~~Wood, Iron or Steel~~ S.S. "HOPESTAR"

Tonnage { Gross 5267. Vessel built at Newcastle. By whom Swan, Hunter & Wigham Richardson When 1936. 2.
 Net 3192. Engines made at Wallsend. By whom Parsons Marine Steam Turbine Co. Ltd. When 1936.
 Nominal 400. Boilers, when made (Main) 1936. (Donkey) 1936.
 Horse Power 285. Owners Wallsend Shipping Co. Ltd. Owners' Address (if not already recorded in Appendix to Register Book.)
 No. of Main Boilers 285. Managers Stott, Mann & Fleming Ltd. Port NEWCASTLE. Voyage
 Steam Pressure in Main Boilers 285 lbs. Surveyed Afloat at Salford Docks, M/c.
 in Donkey Boilers 120 lbs. (State name of Dock.)

Last Report No. Port PART B.S. and PART GENERAL EXAMINATION.

Particulars of Examination and Repairs (if any) PART B.S. and PART GENERAL EXAMINATION.
 (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? Yes.

" " Donkey " " Yes.

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 Donkey-13.1.45. Stbd.-22.1.45 Present condition of funnel X Efficient.

Did the Surveyor examine the Safety Valves of the Main Boilers? Yes. To what pressure were they afterwards adjusted under steam? Not adjusted.

Did the Surveyor examine the Safety Valves of the Donkey Boilers? Yes. To what pressure were they afterwards adjusted under steam? Not adjusted.

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? No. 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? 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? As stated.

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done To complete the Boiler Survey

there remain the undermentioned repairs to be carried out and the safety valves of all boilers to be adjusted under steam:-

Outstanding Repairs. Port Boiler main feed check valve and internal feed pipes to renew.

Port Boiler auxiliary saturated steam valve to overhaul.

Auxiliary superheated steam valve cross connection to port boiler to overhaul.

To complete the General Examination there remains the undermentioned repairs to be carried out and the main engines to be tested under steam:-

Outstanding Repairs:- Forward dynamo engine, bottom platform to overhaul.

Fan Engine to overhaul.

Main Feed Pumps - five suction and four delivery valves to overhaul.

It is stated that the surveys will be completed in Cardiff, to which Port the vessel is now proceeding, the Cardiff Surveyors have been informed.

P.T.O.

General Observations, Opinion, and Recommendation:— The machinery of this vessel is in good condition and

(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.)

eligible in our opinion to remain as classed with fresh record of B.S. 2,45 when the survey has been completed and notation of "Examined 2,45" (12 months) when the above mentioned outstanding repairs have been completed.

Survey Fee (per Section 29) B.S. £ 4 : 0 : 0 Fees applied for 12.2.1945.

Special Damage or Repair Fee (if any) (per Section 29.) £ : : Received by me, W.J. Ferguson

Travelling expenses (if chargeable) £ : : 19. Engineer Surveyor to Lloyd's Register of Shipping.

LICENCE CASE.

Committee's Minute

Assigned

TUES. 10 APR 1945

See 6/1 5519/1



W1013-0093

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

(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

9 12091

S.S. "HOPESTAR"

NOW DONE FOR BOILER SURVEY. Port and Starboard main boilers and donkey boiler examined internally and externally together with their mountings and the superheaters of the main boilers. All parts found or placed in good condition with the exception of the outstanding repairs mentioned overleaf.

REPAIRS DUE TO WEAR AND TEAR. Corrosion found to be active in both main boilers, particularly on flanging of tube plates. Affected parts thoroughly sealed and coated and considered to continue efficient.

Main and auxiliary feed check valves on starboard boiler rejointed on end plate. Auxiliary feed check valve found wasted; hydraulically tested to 600 lbs per square inch and found tight. A new valve chest has been placed on board, the original one being considered efficient meantime. Main feed check valve on port boiler found porous in way of valve seat. The replace valve chest had not arrived in time to be fitted but has been placed on board for fitting at Cardiff when the wasted internal feed pipes will be renewed.

Auxiliary saturated and superheated steam valves found to be leaking but these were not repaired here. (Continued below, see last paragraph).

NOW DONE FOR GENERAL EXAMINATION. Intermediate shafting examined and found in good condition. The Owners have requested that this be counted towards the machinery survey which it is stated will be advanced on the vessel's return to the U.K. Main engines examined under working conditions but vacuum found to be inadequate. Minor air leaks were found and repaired and the air ejector and air pump overhauled, the vessel sailing immediately these repairs had been completed.

Bilge suctions throughout the vessel tested and, after repairs, found satisfactory.

The undermentioned auxiliaries were examined during repairs, and under steam on completion:-

Auxiliary steam engine driving pumps (Thermal unit). Piston rings renewed, pins in links of main and auxiliary clutches renewed. Paragon air pump and vacuum augmentor. One half set of Paragon valves renewed and new bucket rings placed on board. Auxiliary feed pump (General Service pump) spindles of shuttle valve and bucket rings renewed. Donkey Boiler feed pump overhauled. Ballast pump overhauled. After dynamo engine (bottom platform) crankpin trued up, top end pin, top and bottom end brasses and exhaust stop valve renewed. Dynamo engine on flat above Engine Room stores overhauled and fractured valve rod guide bracket renewed.

Steering engine top and bottom end bearings overhauled, main bearings remetalled.

ELECTRIC LIGHT INSTALLATION.

Repairs. Dynamo on flat above Engine Room stores (5 K.W) cleaned up in place, commutator polished and micas under-cut. Aft dynamo (bottom platform) (12 K.W) armature rewound, commutator skimmed and micas under-cut. For'd dynamo (bottom platform) (15 K.W. D.G.) cleaned up in place. Minor repairs carried out to wiring and fittings throughout vessel to clear defects and bring low insulation resistance up to Rule Requirements.

On completion of above repairs the installation generally examined, tested for insulation resistance and tried and now found satisfactory.

A number of minor repairs effected under M.O.W.T. Licence.

→ NOW DONE FOR WEAR AND TEAR (CONTINUED).

External drains to internal steam separators on both main boilers found choked and leaking. These valves have been removed and blanks fitted whilst the valves were overhauled. The repaired valves have been placed on board.

Other minor repairs effected to boiler mountings together with some caulking of seams.



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