

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

(Received at London Office 173 MAR 1945)

Date of writing Report Dec. 6, 19 44 When handed in at Local Office 19 Port of Boston, Massachusetts
 No. in Survey held at Boston, Mass. Date, First Survey Nov. 18, Last Survey November 28, 19 44
 Reg. Book 76786 on the Machinery of the XXXXXX Steel S.S. "Hopestar" (No. of Visits 4)

Gross 5267 Vessel built at Newcastle By whom Richardson, Ltd. Year. Month.
 Net 3192 Engines made at Wallsend By whom Swan, Hunter & Wigham When 1936 2
 Nominal Horse Power 400 Boilers, when made (Main) 1936 By whom Parsons Marine Steam When 1936 2
 No. of Main Boilers 2 SB Owners Wallsend Shipping Co. Ltd. (Donkey)
 No. of Donkey Boilers (Spt) Owners' Address (if not already recorded in Appendix to Register Book.)
 Steam Pressure in Main Boilers 285 lbs. Managers Stott, Mann & Fleming Ltd., Mgrs. Port Newcastle Voyage U.K.
 in Donkey Boilers (Spt 120 lbs.) If Surveyed Afloat on XXXXXX Yes
 (State name of Dock.) B&M Coal Pier & Wiggins
 last Report No. Port Terminal, Charlestown, Mass.

Particulars of Examination and Repairs (if any)

Periodical Surveys, when held, must be reported in detail and verbatim 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. Copy attached.

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 " " "

if this was not done, state for what reasons?

and what parts of the Boilers could not be thus thoroughly examined?

Also 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 Good

Did the Surveyor examine the Safety Valves of the Main Boiler?

To what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of Donkey Boiler?

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 screw 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 shaft now 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 date of examination of Screw Shaft

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

Engine parts, when referred to by numbers, should be counted from forward.

Is electric light and/or power fitted? Yes

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?

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done. SURVEY HELD ON ACCOUNT OF shortage of water in Port Main Boiler, on November 18, 1944 at Boston, Mass.

PORT BOILER: Several tubes, staybolts, seams and rivets in three combustion chambers leaking.

NOW DONE: Approximately 300 tubes rolled, 43 staybolts/nuts removed, bolts caulked and nuts replaced or renewed. Wrapper sheet seams caulked. Boiler tested with water to a pressure of 180 lbs. per square inch, and proven tight. The boiler was examined internally on completion of repairs and there was no apparent damage. For further particulars see Boston Damage Report 816 attached.

SRL 56 Ms ptly hd.

General Observations, Opinion, and Recommendation:— The Port Main Boiler of this vessel is in

(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, B.S. 9,11, B.&M.S. 9,11, & L.M.C. 9,11, or CS 3,34, 140 lb., F.D., &c.)

good and safe working condition and in the opinion of the undersigned eligible to be retained as now Classed in the Register Book, without fresh record.

Survey Fee (per Section 29) £ : : Fees applied for 6-12 19 44
 al Damage or Repair Fee (if any) £ 100.00
 (per Section 29.)
 travelling expenses (if chargeable) £ : 4.00
 Received by me, 19

Committee's Minute

assigned As now

NEW YORK DEC 13 1944

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

W1013-P102

and there are no adjacent houses. Box lotter
her entire inch, and broken glass. The roller m
Box marked. Double sheet cover supplied. Box
BOX LOT: Approximately 300 paper rollers, 43 ad
ROLL PAPER: Several inches' diameter, some sm
of metal in roll main rollers. On November 18, 19

THE UNIVERSITY OF CHICAGO

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DECEMBER 1903
THE UNIVERSITY OF CHICAGO
CHICAGO, ILL.

1871