

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

(Received at London Office 22 OCT 1944)

Date of writing Report 19 27 9 19 44 Port of NEWCASTLE-ON-TYNE
No. in Survey held at NEWCASTLE Date First Survey Sept. 1st Last Survey Sept. 25 19 44
g. Book. 2786 on the Machinery of the Wood, Iron or Steel S/S "HOPESTAR" (No. of Visits.....)

Gross 5267 Vessel built at NEWCASTLE By whom SWAN, HUNTER & WIGHAM RICHARDSON, LD. When 1936 2.
Net 3192 Engines made at WALLSEND By whom PARSONS MARINE STEAM TURBINE CO. LD. When 1936
Nominal 400 Boilers, when made (Main) 1936 (Donkey) 1936
orse Power of Main Boilers 2.38 Owners WALLSEND SHIPPING CO. LD. Owners' Address (if not already recorded in Appendix to Register Book.)
of Donkey Boilers 1.58 Managers STOTT, MANN & FLEMING, LD. Port NEWCASTLE Voyage
am Pressure Main Boilers 285 lbs. If Surveyed Afloat or in Dry Dock SHWR. 12.00 (State name of Dock.)
Donkey Boilers 120 lbs.

Report No. Port
Particulars of Examination and Repairs (if any) DOCKING, TS. BS.

Medical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the cause of Repairs, if any, 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.

Image 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.
Damage report made by anyone else? If so, by whom?
The Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? YES.
Donkey " " " " YES.

State for what reasons? What parts of the Boilers could not be thus thoroughly examined?
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?
Latest date of internal examination of each boiler P 25 6.9.44 D 12.9.44 Present condition of funnel (g) Good.

Surveyor examine the Safety Valves of the Main Boilers? YES To what pressure were they afterwards adjusted under steam? 285 lbs/sq. in.
Surveyor examine the Safety Valves of the Donkey Boilers? YES To what pressure were they afterwards adjusted under steam? 120 lbs/sq. in.
Surveyor examine the manholes, doors and their fastenings of the Main Boilers? YES and of the Donkey Boilers? YES.
Surveyor examine the drain plugs of the Main Boilers? YES and of the Donkey Boilers? YES.
Surveyor examine all the mountings of the Main Boilers? YES and of the Donkey Boilers? YES.

Screw shaft now been drawn and examined? YES Has it a continuous liner? YES Is an approved oil retaining appliance fitted at the after end? NO.
Shaft now been changed? NO If so, state reasons Has the shaft now fitted been previously used? YES Has it a continuous liner?
Approved oil retaining appliance fitted at the after end? YES State date of examination of Screw Shaft 16.9.44 State the wear down in the bush 1/8" Is electric light and/or power fitted? YES If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses?

Insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms?
Survey is not complete, state what arrangements have been made for its completion and what remains to be done PART MS.

Propeller, outer end of stem bush, sea connections opened up and together with outside fastenings examined and found or placed in good condition.
Screw shaft (cl) drawn in and examined, found in good condition.

Both main and one donkey boiler examined internally and externally with their mountings, doors, and fastenings and found or placed in good condition; afterwards examined under steam and their safety valves adjusted to working pressures as stated above.

MS: Following parts were opened up, examined, and found or placed in good condition, and may be credited towards special survey if desired by the Owner.
Sea connections, main gear wheel bearings, both waste feed pumps, harbour circulating water pump.
New waste discharge pump fitted on board at this time.

W & T: Port boiler stay furnace lamination in way of thrust, portion of plate cut out, and a new piece fitted & welded into position.
Waste feed pumps, water end liners renewed.

Observations, Opinion, and Recommendation: The machinery of this vessel so far as seen 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 & LMC 9.11 or & LMC 140 lb., FD, &c.)
In my opinion to remain as classed in the Register Book, with fresh record of survey 9.44 and screw shaft (cl) seen 9.44.

Fees applied for 29 SEP 1944
Damage or Repair Fee (if any) £ : :
Expenses (if chargeable) £ : :
Licence No 7665
TUES. 24 OCT 1944
155 9.44
5 9.44

Received by me.
Engineer Surveyor to Lloyd's Register of Shipping.

© 2020
Lloyd's Register Foundation