

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

(Received at London Office)

Date of writing Report 2.5.44

When handed in at Local Office 2.5.44

Port of GREENOCK

No. in Survey held at FIFTH OF CLYDE

Date. First Survey 24<sup>TH</sup> APRIL. Last Survey 27<sup>TH</sup> APRIL 1944

25962 on the Machinery of the Wood, Iron or Steel. Sc. "HOPESTAR"

(No. of Visits 2)

Tonnage (Gross 5267. Net 3192. Nominal 400. Horse Power 400. No. of Main Boilers 2 58 (SPT) FD. No. of Donkey Boilers 1. Steam Pressure in Main Boilers 285 lbs. in Donkey Boilers 120.) Vessel built at NEWCASTLE. Engines made at WALLSEND. Boilers, when made (Main) 1936. (Donkey) 1936. Owners WALLSEND SHIPPING CO. LTD. Managers SCOTT, MANN & FLEMING, LTD. By whom SWAN HUNTER & WIGHAM RICHARDSON, LTD. When 1936-2. By whom PARSONS MAR. STEAM TURBINE CO. LTD. When 1936. Owners' Address (if not already recorded in Appendix to Register Book.) Port NEWCASTLE. Voyage.

If Surveyed Afloat or in Dry Dock AFLOAT. (State name of Dock.)

Last Report No. 68375 Port 96

Particulars of Examination and Repairs (if any) STARB<sup>2</sup> MAIN BOILER - REPAIRS.

(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?

" " Donkey " " "

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

Present condition of funnel(s)

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

To what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of the Donkey Boilers?

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 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. COMPLETE.

Attended vessel afloat at request of Owners Representative in consequence of leakage at tubes in the Starb<sup>2</sup> Main Boiler, inboard chamber.

NOW DONE:- On examination, found 9 stay tubes & 15 plain tubes had been re-expanded following leakage reported at smoke box end of inboard furnace of the Starb<sup>2</sup> boiler. As a further precaution, all tubes in the inboard box were cleaned, similarly dealt with, & examined on completion whilst steam was being raised, when the tubes were then found satisfactory.

One copper pipe elbow - exhaust line to Auxiliary Condenser - reported damaged by waterhammering, now renewed at slightly heavier gauge.

## General Observations, Opinion, and Recommendation:-

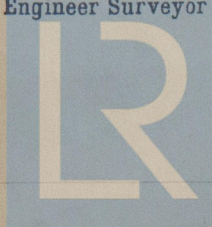
(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, BS 9,11, B&MS 9,11 \*LMC 9,11 or \*LMC 140 lb., FD, &c.)

The boilers of this vessel as far as now seen are eligible in my opinion to remain as Classed without fresh record of survey.

Survey Fee (per Section 29) £ : : Fees applied for 3<sup>RD</sup> MAY 1944.  
Special Damage or Repair Fee (if any) (per Section 29.) £ 3 : 3 : 0.  
Travelling expenses (if chargeable) £ : : Received by me, J. Frechmann

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute GLASGOW 10 MAY 1944  
Assigned As above



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WID13-0109

Has a Survey also been held on Ship?

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

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

80

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



SS No. 2 due 2.44 partly held 9.43,  
not advanced.

Some leaky boiler tubes now dealt with

It is submitted that this  
vessel WILL BE eligible

for the record, + LMC 9.43 when the  
intermediate shafting, lubricating  
oil, bilge & sanitary pumps &  
steering engine have been examined.

The steam pipes have not  
been examined.

L.H.  
15/5/64.



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