

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

(Received at London Office

27 APR 1944

Date of writing Report.....19..... When handed in at Local Office.....24.....4.....19.....44 Port of Glasgow
No. in Survey held at Glasgow Date. First Survey 16-3-44 Last Survey 15-4-1944
Reg. Book. (No. of Visits.....7.....)

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

Gross 5267 Vessel built at Newcastle By whom James Hunter & William Richardson When 1936 2
Net 3192 Engines made at Wallsend By whom Parsons M.S. Turbine Ltd When 1936
Power 400 Boilers, when made (Main) 1936 (Donkey) 1936
Main Boilers 2 Owners Wallsend Shipping Co. Ltd Owners' Address ✓
Key Boilers 1 Managers Stith, Mann & Fleming Ltd (if not already recorded in Appendix to Register Book.)
Pressure 285/BS/2 Port Newcastle Voyage ✓
Main Boilers 285/BS/2 If Surveyed Afloat or in Dry Dock ✓ Solems & Princess Dock
Key Boilers 285/BS/2 (State name of Dock.)

Port No. 68187 Port GlasgowYears of Examination and Repairs (if any) Boiler Damage

Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the cause of Repairs, if any, 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 stated at the end of the report. State also the dates and initials of any letters respecting this case.

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 Yes Damage Report issued

Damage report made by anyone else? If so, by whom? Yes. The Nicholas Sons, UnderwritersSurveyor personally go inside each Main Boiler separately and make a thorough examination at this time? See below

" Donkey " " " "

Reasons 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?

Date of internal examination of each boiler.

Present condition of funnel(s) ✓

Surveyor examine the Safety Valves of the Main Boilers?

To what pressure were they afterwards adjusted under steam?

Surveyor examine the Safety Valves of the Donkey Boilers?

To what pressure were they afterwards adjusted under steam? ✓

Surveyor examine all the manholes, doors and their fastenings of the Main Boilers?

and of the Donkey Boilers? ✓

Surveyor examine the drain plugs of the Main Boilers?

and of the Donkey Boilers? ✓

Surveyor examine all the mountings of the Main Boilers?

and of the Donkey Boilers? ✓

Screw shaft now been drawn and examined?

Has it a continuous liner? ✓Is an approved oil retaining appliance fitted at the after end? ✓

Screw shaft now been changed?

If so, state reasons.

Has the shaft now fitted been previously used? ✓Has it a continuous liner? ✓

Approved oil retaining appliance fitted at the after end?

State date of examination of Screw Shaft.

State the wear down in the

Is electric light and/or power fitted? ✓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? ✓

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

If survey is not complete, state what arrangements have been made for its completion and what remains to be done. Complete

Damage stated to have been sustained whilst on voyage for Sea Transport service from Glasgow on 4th to 8th March 1944. Difficulty was stated to have been experienced in the working of the Port boiler owing to serious leakage at the back tube plates. Port boiler was examined internally & externally. The mountings were examined in order.

Port combustion chamber:- Tube plate bulged slightly at the middle of the 2nd tubes from the top. Most plain tubes had been leaking.

Combustion chamber:- The centre of the tube plate bulged slightly in a vertical line from top to bottom. One rivet hole in tube plate cracked out at furnace landing. Most tubes had been leaking.

Forward combustion chamber:- Tube plate bulged slightly at the middle of the 2nd tubes from the top. The wrapper plate at combustion chamber crown bulged slightly between the 2nd & 3rd rows of dog stays from forward. Most plain tubes had been leaking.

Observations, Opinion, and Recommendation:- The machinery of this vessel so far as

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.)

CS 3,34,

is in good condition & eligible in my opinion to remain as classified without fresh record of survey

(per Section 29) £ : : Fees applied for

25 APR 1944

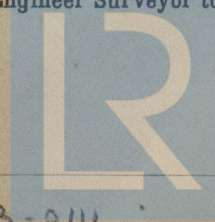
Special Damage or Repair Fee (if any) (per Section 29.) £ 8 : 8 : 0

Travelling expenses (if chargeable) £ - : 3 : 11

Received by me,

Committee's Minute GLASGOW 20 APR 1944Assigned As new

Geo. Stevenson
Engineer Surveyor to Lloyd's Register of Shipping.



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W1013-0111

DAMAGE REPAIRS TO PORT BOILER.:-

Port combustion chamber:- All plain tubes & 7 stay tubes in way of the bulge in the tube plate renewed.

Centre combustion chamber:- All plain tubes & 16 stay tubes in way of the bulge in the tube plate renewed. Rivet removed at furnace landing, crack from the rivet hole veed out & built up with E.W. & rivet renewed.

Starboard combustion chamber:- All plain tubes & 7 stay tubes in way of the bulge in the tube plate renewed. Two dog stays in way of the bulge in the combustion chamber crown wrapper plate renewed.

On completion of the repairs the boiler was hydraulically tested to 285 LBS/IN² & found tight.

At this time the Starboard boiler was examined internally & externally in the furnaces & combustion chambers, found in good condition.

The vessel was accompanied from Glasgow to the Gowrock Anchorage & boilers steamed satisfactorily.

Jas. Stevenson

Accepted.

102 due 4.44

Part held for no advance

209

15/4



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