

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

(Received at London Office)

Date of writing Report 6th March 1944 When handed in at Local Office 6. 3. 1944 Port of Glasgow
 No. in Survey held at Glasgow Date. First Survey 28th Feb Last Survey 28th Feb 1944
 Reg. Book. 25962 on the Machinery of the Wood, Iron or Steel S/S HOPESTAR. (No. of Visits 1)

Tonnage { Gross 5267 Vessel built at Newcastle By whom Swan Hunter & Wigham Richardson Co When 1936-2
 Net 3192 Engines made at Wallsend By whom Parsons Marine Steam When 1936-
 Nominal 100 Boilers, when made (Main) 1936 (Donkey) Turbine Co. Ltd. 1936-
 Horse Power 2 Owners Clive Shipping Co Ltd Owners' Address -
 No. of Main Boilers 1 Managers Scott Mann & Fleming Ltd (if not already recorded in Appendix to Register Book.)
 No. of Donkey Boilers 1 Port Newcastle Voyage -
 Steam Pressure 285 lb. If Surveyed Afloat or in Dry Dock afloat
 in Main Boilers 120 lb. (State name of Dock.) Glasgow Gare Loch.
 in Donkey Boilers 120 lb.

Last Report No. 101872 Port NewcastleParticulars of Examination and Repairs (if any) - Damage -

(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 yes not required

Was a damage report made by anyone else? If so, by whom? yes Underwriters Surveyor.

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? NS

" " Donkey " " " NS

If not, state for what reasons Survey not due 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.

Damage.

It was stated that leakage at the tube ferrules of the main Condenser was caused by excessive vibration due to enemy action while vessel was in Conway.

It was also stated that all tubes had been drawn, hydraulically tested and found satisfactory.

Now done at owners request.

Examined main Condenser found all tubes in place, repaired with O-ring packing, also witnessed hydraulic test of main Condenser which proved satisfactory.

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 or LMC 9,11 or LMC 140 lb., FD, &c.)

as now seen is in safe working condition and is eligible in my opinion to remain as now classed without fresh records of survey.

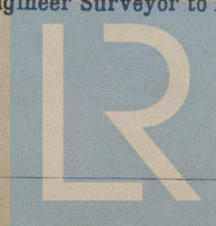
Notation, Main Condenser to be dealt with on annual U.K. may now be deleted.

Survey Fee (per Section 29) £ : : Fees applied for
 Special Damage or Repair Fee (if any) £ 2 : 2 : 0. 7 MAR 1944
 (per Section 29.)
 Travelling expenses (if chargeable) £ : : 5 : 4. Received by me, 19

Committee's Minute GLASGOW 7 MAR 1944

med As now without G.L. Cond.

- R. Weston -
 Engineer Surveyor to Lloyd's Register of Shipping.



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