

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

Date of writing Report 19 When handed in at Local Office 19 Port of NEWCASTLE-ON-TYNE

No. in Survey held at South Shields Date. First Survey 21st Jan 44 Last Survey 27th Jan 44
(No. of Visits 3)

5962 on the Machinery of the Wood, Iron or Steel S S HOPESTAR

Gross 5267 Vessel built at Newcastle By whom Swan Hunter Wigham & Rich^d Ltd Year. Month. 1936-2
Net 3192 Engines made at Wallsend By whom Parsons Marine Steam Turb^{ine} Co^{ltd} When 1936
Nominal 400 Boilers, when made (Main) 1936 (Donkey)
Horse Power of Main Boilers 2 Owners Wallsend Shipping Co^{ltd} Owners' Address
of Donkey Boilers 1 Managers Stott, Mann & Fleming Ltd Port Newcastle Voyage
Steam Pressure in Main Boilers 295 If Surveyed Afloat or in Dry Dock Both
in Donkey Boilers 120 (State name of Book.) Readheads

Particulars of Classification which must be inserted precisely as in Register Book & Supplements.

CHARACTER * for Special Survey. Date of last Survey and of Periodical Surveys.	Years assigned expired	Machinery and Boiler Surveys (including date of N.B., if any)
<u>+100A1</u> <u>with feedback</u> <u>9,43</u> <u>S.S. NWC N1-41</u>		<u>+L.M.C. 8,41</u> <u>B.S. 9,43</u> <u>T.S. 7,41</u>

Particulars of Examination and Repairs (if any) Machining - Making 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.

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

as 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 " " "

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

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? No 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 1/8"

Is electric light and/or power fitted? Yes 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

Propeller outside fastenings examined - found in order

Repairs. Main condenser. Ferrules hardened up, tested - found in order. Air pump. Removed to shop. Liner rebored. Bucket flanges built up, machined - new rings fitted. Valves overhauled. A new bucket is being machined and will be placed on board as spare.

See Montreal Report 6043

General Observations, Opinion, and Recommendation: The machinery of this vessel is

(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.)

eligible in my opinion to remain as classed without fresh record.

Survey Fee (per Section 29) £ : : Fees applied for 14 FEB 1944
Special Damage or Repair Fee (if any) £ : :
Travelling expenses (if chargeable) £ : :
Received by me, J. H. Mathews

Committee's Minute Secure case TUES. 29 FEB 1944

Assigned Asnow
with out spl cond

Engineer Surveyor to Lloyd's Register of Shipping.



THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

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

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

S.S. No 244 Party held 9-43

Not advanced

Condenser & air pump repaired

Submitted that this vessel WILL BE eligible for the record.

+ here 9-43 on

Completion as stated on hull 6043.

Yours

24-2-44

Wilson's Special Condition



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