

# Report of Survey for Repairs, &c., of Engines and Boilers.

(Received at London Office 24 JUL 1943)

Date of writing Report May 11 1943 When handed in at Local Office May 11 1943 Port of CAPE TOWN  
No. in Survey held at Cape Town Date, First Survey May 2 Last Survey May 7 1943  
Reg. Book. 5194 (No. of Visits 4)

on the Machinery of the Wood, Iron or Steel HOPESTAR  
Gross Tonnage 5264 Vessel built at Newcastle By whom J. & H. Richardson Ltd Year 1936 Month 12  
Net Tonnage 3192 Engines made at Hullusund By whom Famous Marine Steam When 1936  
Nominal Horse Power 400 Boilers, when made (Main) 1936 (Donkey) 1936

Boilers 232 (56) Owners Hullusund Shipping Co. Ltd Owners' Address Newcastle  
Managers Scott, Mann & Fleming Ltd (Port Newcastle) Voyage ✓  
If Surveyed Afloat in Dry Dock Cape Town Docks (State Name of Dock.)

Port No. 898 Port MAU  
of Examination and Repairs (if any) Boiler Repairs

CHARACTER for Special Survey Date of last Survey and of Periodical Surveys.	Years assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any)
<u>+100 A.1.</u>		<u>+LMC 8.4.1.</u>
<u>LMC sub-board</u>		<u>TS Ch. 7.4.1.</u>
<u>J.S. No. 1 - 4.1</u>		
<u>Cargo batters not fitted</u>		
<u>Damage opening class 41 (H.E.)</u>		

Repairs, when held, must be reported in detail and serialim in the terms of the Rules. State clearly the Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and being detailed in the body of the report, should be briefly summarised at the end of the report. State also the initials of any letters respecting this case.

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.

Has a special report made by anyone else? If so, by whom? ✓

Did you personally go inside each Main Boiler separately and make a thorough examination at this time? no

Did you personally go inside each Donkey Boiler separately and make a thorough examination at this time? no

Were repairs done, state for what reasons? Boilers not prepared for survey.

Were parts of the Boilers could not be thus thoroughly examined? ✓

Were 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? ✓

Was a special examination of internal examination of each boiler? ✓

Did you examine the Safety Valves of the Main Boiler? ✓ To what pressure were they afterwards adjusted under steam? ✓

Did you examine the Safety Valves of Donkey Boiler? ✓ To what pressure were they afterwards adjusted under steam? ✓

Did you examine all the manholes, doors and their fastenings of the Main Boilers? ✓ and of the Donkey Boilers? ✓

Did you examine the drain plugs of the Main Boilers? ✓ and of the Donkey Boilers? ✓

Did you examine all the mountings of the Main Boilers? ✓ and of the Donkey Boilers? ✓

Has the shaft now been drawn and examined? no Is it fitted with continuous liner? ✓ Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ✓

Has the shaft been changed? ✓ If so, state reasons.

Has the shaft now fitted been previously used? ✓ Has it a continuous liner? ✓ Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ✓

Was an examination of Screw Shaft? ✓ State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft.

Were parts, when referred to by numbers, should be counted from forward? ✓ Is electric light and/or power fitted? ✓

Did the Surveyor examine the generators, motors, switchgear, cables and fuses? ✓

Were the resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? ✓

Were repairs not complete, state what arrangements have been made for its completion and what remains to be done.

Observations, Opinion, and Recommendation: The Chief Engineer reported constant trouble with the heaters of 2 main boilers, & stated that it was decided to remove all superheaters from main boilers. It was also stated that the superheaters had been removed from the centre combustion chambers approx. the second year after the ship came into commission, & abstractly produced, of vessel having previously run on saturated steam only. The question of repairing the remaining elements at this port was discussed, but it was decided that in view of the considerable cost of repairs on saturated steam engines, it was recommended that the machinery of this vessel, as now seen, is in good condition, & eligible in my opinion to remain as classed, without fresh record, subject to stoppered tubes in port boiler being renewed at first opportunity.

By 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 the alteration required to be made in the records of the vessel's machinery, boilers, working pressures, etc.; thus, for example, B.S. 9,11, B. & M.S. 9,11, L.M.C. 9,11, or M.C. 140 lb., F.D., etc.) CS 3,34.

As now seen, is in good condition, & eligible in my opinion to remain as classed, without fresh record, subject to stoppered tubes in port boiler being renewed at first opportunity.

Assigned Refered for  
Repair Section 22:00  
(if chargeable) 14:60  
and Fee 2:2:0  
Rate TUES. 10 APR 1943  
Fees applied for 7.2.19.43  
Received by me, P.V.B.  
19.  
Engineer Surveyor to Lloyd's Register of Shipping.  
P.V. Balfour

delay which would have resulted, it was considered advisable for vessel to proceed on saturated steam. Vessel is proceeding to U.K.

NOT DONE All superheater elements (elements are fitted in combustion chambers) removed from wing c.c.s of main boilers, and all pipe lines concerned suitably blanked off, together with de-superheaters fitted inside water space of boilers.

Vessel proceeded on saturated steam only.

NOTE The notation of (SPT) in Register Book should be deleted until superheater elements have been refitted.

It was noted at this time, that there were 3 stoppered tubes in PORT boiler, 2 plain tubes & 1 stay tube.

It was recommended these tubes should be renewed at the first opportunity.

P.V.B

Superheaters removed.  
 There are a few stoppered tubes in the port boiler.  
 Spare 842. Spare held 7.02.  
 Completion in U.K.  
 Appendix 743

Subject to N.P. turbine blades being removed & the N.P. turbine examined & the stoppered tubes in the port boiler renewed at first opportunity.  
 Delete Spt.  
 P.V.B.  
 6/5/43.