

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

Date of writing Report May 11 1933 When handed in at Local Office May 11 1933 Port of CAPE TOWN
 No. in Survey held at Cape Town Date, First Survey May 2 Last Survey May 7 1933
 Reg. Book. 25962 on the Machinery of the Wood, Iron or Steel HOPESTAR (No. of Visits 4)
 Tonnage Gross 5264 Net 3,92 Vessel built at Newcastle By whom Richardson & Co. Year 1936 Month 2
 Nominal Horse Power 400 Engines made at Hall's By whom Garrett & Co. When 1936
 Boilers, when made (Main) 1936 (Donkey) 1936
 Owners Hall's Shipping Co. Ltd. Owners' Address (if not already recorded in Appendix to Register Book.)
 Managers Port, Trans & General Co. Ltd. Port Newcastle Voyage ✓
 If Surveyed Afloat in Dry Dock Cape Town Docks (State Name of Dock.)
 Particulars of Classification (which must be inserted precisely as in Register Book and Supplements).

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

Surveys, 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.

uses, where the Surveyor has not made a special damage report, he is required to state whether he offered his as for this purpose, and why they were declined.

ge report made by anyone else? If so, by whom? ✓

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

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

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

ts of the Boilers could not be thus thoroughly examined?

cial means, in the absence of internal examination, were adopted by the to assure himself of the thorough efficiency of those parts of each Boiler? ✓

te of internal examination of each boiler.

or examine the Safety Valves of the Main Boiler? ✓ Present condition of funnel(s) ✓

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

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

or examine the drain plugs of the Main Boilers? ✓ , and of the Donkey Boilers? ✓

or examine all the mountings of the Main Boilers? ✓ , and of the Donkey Boilers? ✓

It 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? ✓

been changed? ✓ If so, state reasons.

ow 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? ✓

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

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

Is electric light and/or power fitted? ✓

urveyor examine the generators, motors, switchgear, cables and fuses? ✓

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

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

NE The Chief Engineer reported constant trouble with

heaters of 2 main boilers, & stated that it was decided

move all superheaters from main boilers. It was

stated that the superheaters had been removed

centre combustion chambers approx. the second

age after the ship came into commission, & abstract

produced, of vessel having previously run on

erated steam only. The question of repairing

owing elements at this port was discussed, but

as decided that in view of the considerable

Observations, Opinion, and Recommendation:— The machinery of this

ly 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

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

CS 3,34.

as now seen, is in good condition, & eligible in my

on to remain as classed, without fresh record,

ect to stoppered tubes in port boiler being renewed

first opportunity

tion 29

Repair

(if chargeable)

and. Fee

ute

Assigned

REMPRESS

lph. hwe.

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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)
+100 A.I.		+LMC 8.4.1
LMC sub-board		TS Ch. 7.4.1
S.S. No. 1 - 4.1		
Cargo batters not fitted		
Yarnage opening closed 4.1 (H.E.)		

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

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

Q.Y.B. Balford.
 Engineer Surveyor to Lloyd's Register of Shipping.

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.

J.V.B.

Superheaters removed.
There are a few stoppered tubes in the port boiler.
Plane 842. Parohold 7.42.
Completion in U.K.
Again due 1743

Subject to
to H.P. turbine blades being removed & the H.P. turbine examined & the stoppered tubes in the port boiler renewed at first opportunity.
Delete Spt.

6/5/43.



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