

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

(Received at London Office)

4 JUN 1943

Writing Report 19... When handed in at Local Office 19... Port of COLOMBO.

Survey held at COLOMBO. Date. First Survey and Last Survey 22/1/ 1943. (No. of Visits ONE)

on the Machinery of the Wood, Iron or Steel S.S. "HOPESTAR"

Vessel built at Newcastle. By whom Swan, Hunter & Wigham Richardson When 1936 Month 2
 Engines made at Wallsend. By whom Parsons Marine Steam Turbine Co. Ltd. When 1936
 Boilers, when made (Main) 1936. (Donkey)
 Owners Wallsehd Shipping Co. Ltd., Owners' Address
 Managers Stott, Mann & Fleming Ltd. Port NEWCASTLE. Voyage -
 If Surveyed Afloat or in Dry Dock Colombo Graving Dock.
 (State name of Dock.)

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 now expired	Machinery and Boiler Surveys (including date of N.B., if any)
+ 100 A1 with freeboard 5,42		+ LMC 8,41
55 No. No. 1-41		CARGO BATTENS NOT FITTED.
Tonnage Opening		TS CL 7,41 Closed 41 (W.E)

Particulars of Examination and Repairs (if any)

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

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

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

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

Not done, state for what reasons

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)

Does the Surveyor examine the Safety Valves of the Main Boiler? To what pressure were they afterwards adjusted under steam?

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

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

Does the Surveyor examine the drain plugs of the Main Boilers? and of the Donkey Boilers?

Does the Surveyor examine all the mountings of the Main Boilers? and of the Donkey Boilers?

Has the screw shaft now been drawn and examined? 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 now 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?

State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft

Are electric light and/or power fitted?

Does 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?

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

Adjusting the safety valves of the port boiler.

The safety valves of the port boiler were adjusted under steam to blow off at the allowable pressure of 285 lbs per square inch, the forward ring being 11 m.m. and the after one 5.6 m.m.

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, B.S. 9,11, B.&M.S. 9,11, *L.M.C. 9,11, or *L.M.C. 140 lb., F.D., &c.)

CS 3,34.

That the record of as at present be retained in the Register Book in the case of this vessel.

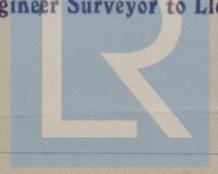
Survey Fee (per Section 29) £3.60.00
 Special Damage or Repair Fee (if any) (per Section 29) £ : :
 Printing expenses (if chargeable) £5. 4.00

Fees applied for 31.1.1943
 Received by me, 19...

Surveyor's Minute assigned Defered

JUL 23 1943

Signature of Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

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

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

P.S. 742 Partly held 742 advanced

It is submitted that this vessel WILL BE eligible for the record. P.S. 742 when the dumber boiler has been examined throughout & safety valves of Starboard boiler have been adjusted

How
17.6.43

To be done
at annual
check

Submitted the names this week. Surveyors are requested to state what arrangements are being made for the long overdue Survey of the dumber boiler last seen in P.H. being held

See also
Maurice's
report 898

Objections, Opinions, and Recommendations:



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OFFICE OF THE SURVEYOR FOR KEELERS' &c. OF ENGINES & BOILERS