

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

(Received at London Office _____)

Date of writing Report _____ When handed in at Local Office 21. 5. 47 Port of NEWCASTLE-ON-TYNE
Survey held at Wallsend/Tyne Date. First Survey 14th JAN, 1947 Last Survey 9th MAY, 1947
Book No. 204 on the Machinery of the Wood, Iron or Steel SS Hopestar (No. of Visits. 2)

Gross Tonnage 5267 Vessel built at Wallsend By whom Swan Hunter & Wigham Richardson When 1936 Month 2
Net Tonnage 3192 Engines made at _____ By whom Parsons Marine Steam Turbines When 1936
Nominal Horse Power 586 Boilers, when made (Main) P.S. 1936 Centre (N) 1947 (Donkey) 1936
of Main Boilers 3 SB Owners Wallsend Shipping Co. Ltd. Owners' Address _____
of Donkey Boilers 1 Managers Stott, Mann & Fleming (if not already recorded in Appendix to Register Book.)
Main Pressure _____ Port Newcastle Voyage _____
Main Boilers 285 lbs Surveyed Afloat or in Dry Dock at Wallsend Slipway
Donkey Boilers 120 lbs (State name of Dock.) dock & Quay

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)
+100A1 With freeboard 4/46		+LMC 4/46
SS No. 1. 41 Exam'd 4/46		CL 3/46

Particulars of Examination and Repairs (if any) B.S. TS. Machinery Alteration & Repairs
Medical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the cause of Repairs, if any, 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.

Where 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.

Where 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? Yes

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time? No

State for what reasons Donkey Bl. removed from vessel. What parts of the Boilers could not be thus thoroughly examined? Donkey Bl. removed from vessel

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? P.S. Boilers April 18th 47

What is the latest date of internal examination of each boiler? P.S. Boilers April 18th 47

Did the Surveyor examine the Safety Valves of the Main Boilers? Yes To what pressure were they afterwards adjusted under steam? 285 lbs/10'

Did the Surveyor examine the Safety Valves of the Donkey Boilers? No To what pressure were they afterwards adjusted under steam? ✓

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

Has the screw shaft now been drawn and examined? Yes Has it a continuous liner? Yes Is an approved oil retaining appliance fitted at the after end? No

Has the shaft now been changed? No 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. 31/3/47 State the wear down in the stern bush. Now Close 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? ✓

Where the Survey is not complete, state what arrangements have been made for its completion and what remains to be done. Complete

Vessel in drydock examined propellers, tail shaft (drawn in) stem bush, sea valves & cocks & all outside fastenings.

Stem bush now rewooded

Work Done for B.S. Port & Starb'd main boilers examined internally & externally together with Superheaters, all doors & fastenings, & mountings & Safety Valves, the latter afterwards adjusted under steam to break pressure.

Port Boiler repairs: Port Wing: 1 plain tube & 1 stay tube now renewed

Top wrapper plate built up as necessary with E.W.

Starb'd Wing: Slight corrosion on tube plate knuckles built up as necessary with E.W.

Starb'd Boiler repairs Port Wing 4 stay tubes & 1 plain tube now renewed & slight corrosion on tube plate knuckles built up as necessary with E.W.

Port, Starb'd & Centre combustion chambers top wrapper plates built up as necessary with E.W.

General Observations, Opinion, and Recommendation:— The machinery of this vessel so far as now

(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.)

is in an efficient condition & eligible in my opinion to remain as now classed with best record of BS 5/47 & TS (CL) 3/47. & Notation P.S. Boiler 1936, Centre boiler (N) 1947, MN 586, Heating Surface 8071 sq.ft. (& Notation 120 lbs to be deleted.) SRL: It is submitted that

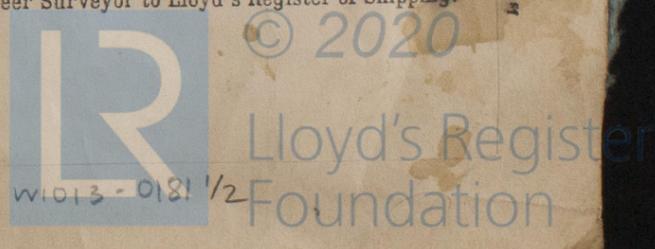
Note "Permanent repairs to forced draught fan engine on comp. of present voyage" may now be deleted.

Survey Fee (per Section 23) BS 9:0:0 Fees applied for 12 JUN 1947
TS 2:0:0
Special Damage or Repair Fee (if any) 10/10:0
Travelling expenses (if chargeable) _____ Received by me, _____

Committee's Minute _____
Assigned _____

As now, without up. cond. J.S. 47 BS 5.47 + NB (Centre) 1947

Note R.B.



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

Machinery Repairs: The following machinery was examined upon being opened up for repairs:

HP. turbine & rotor & casing. No. 3 Dynamo Engine, Windlass Engine
Turning Engine & Fan Engine:

Wear & Tear Repairs:

HP. turbine rotor & casing cleaned.

Turning Engine: Valve chest found fractured.

Casting pre-heated & fracture cut out & electrically welded & bronze patch fitted round outside as reinforcement. The chest was then water tested to 150 lb/sq. in & found satisfactory.

Dynamo Engine

Cylinder Piston Valve chamber bored out & Piston Valve renewed.

Eccentric Strap & cyl. Piston rings renewed.

Crankshaft tested in lathe for teeth found bent at neck from crank web.

New crankshaft now fitted.

(Works test certificate attached)

Main & Bottom end bearings renewed.

SRH: Fan Engine: Fan engine rebuilt with new cylinder & cover, neck & gland bushes, Piston & Piston Valve, frame with end cover, guide bars Valve spindle guide, back & front doors, piston rod with slippers, crosshead brasses & bolts, connecting rod with bottom end brasses & bolts & Oil Pump complete.

Alterations: The donkey (or Auxil) boiler has now been removed from the vessel.

A New Main boiler has been installed between existing P & S main Boilers.

P & S main boilers have each been moved out, & seatings altered to suit.

New main boiler installed on new seatings in centre.

Steam pipe & feed pipe arrangement made & installed as per approved plan & all new pipes tested as per rules.

Safety Valves adjusted under steam to 285 lb/sq. in.

Accumulation test carried out & found satisfactory.

Survey Report of New boiler & plans attached.

J. N. Walker.