

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

(Received at London Office

6 OCT 1943

Date of writing Report 2.1. 43

When handed in at Local Office 2. 1. 43

Port of BOMBAY.

No. in Reg. Book. Survey held at BOMBAY.

Date. First Survey 6.11.42 Last Survey 31.12. 1942

25573 on the Machinery of the ~~Wood, Iron or Steel~~ S.S. HOPE STAR

(No. of Visits 6)

Tonnage { Gross 5267  
Net 3192

Vessel built at Newcastle

By whom Swan Hunter &amp; Wigham Richardson

Year. Month.

When 1936 2

Nominal Horse Power 400

Engines made at Wallsend

By whom Parsons Marine Steam

When 1936

No. of Main Boilers 2

Boilers, when made (Main) 1936

(Donkey) Turbine Co. Ltd. 1936

No. of Donkey Boilers 1

Managers

Owners' Address

(if not already recorded in Appendix to Register Book.)

Port Newcastle.

Voyage

Steam Pressure in Main Boilers 285 lbs

If Surveyed Afloat or in Dry Dock

Afloat

in Donkey Boilers 120 lbs.

(State name of Dock.)

Particulars of Classification (which must be inserted precisely as in Register Book &amp; Supplements).

CHARACTER.  
\* for Special Survey  
Date of last Survey and of Periodical Surveys.+ 100 AI - 5.42  
with freeboard+ L.M.C. 8.41  
TS CL 7.41

S.S.NWC.No.1-1.41

bargo buttons not fitted

Last Report No. 42608 Port N.Yk.

## Particulars of Examination and Repairs (if any) Boiler Repairs.

(Periodical Surveys, when held, must be reported in detail and seriatim 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.

In 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.

Was 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? No.

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

If this was not done, state for what reasons

And what parts of the Boilers could not be thus thoroughly examined?

Also 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

Present condition of funnel(s)

Did the Surveyor examine the Safety Valves of the Main Boiler?

To what pressure were they afterwards adjusted under steam? Std. Blr.

285 lbs. Sq. inch

Did the Surveyor examine the Safety Valves of Donkey Boiler?

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?

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 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 date of examination of Screw Shaft

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

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

Is electric light and/or power fitted

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?

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

**NOW DONE:-** Examined the combustion chambers of both main boilers on account of leakage from smoke tubes and recommended superheater elements (coil in back ends with tubes passing through smoke tube to header at front) to be removed for access. This was done and the boiler tubes made tight and found satisfactory under full water test and under full head of steam. All the superheater coil nuts were damaged during removal and new nuts were fitted. To do this it was necessary to cut the short straight ends of each coil and fit new ends welded on. Several defective ends of elements passing through smoke tubes were also renewed in this manner and all superheat tubes were tested to 850 lbs. Sq. inch water pressure. The safety valves were opened out and examined by the ship's staff. The safety valves of the starboard boiler were adjusted under steam and the safety valves of the port boiler remain to be adjusted. It was stated that this would be done at the first opportunity.

## 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 CS 3,34, 140 lb., F.D., &c.)

The machinery of this vessel is eligible, in my opinion, to remain as classed without fresh record subject to the port boiler safety valves being adjusted under steam at the first opportunity.

Survey Fee (per Section 29) Rs. 240/-

Fees applied for 2. 1. 19 43

Special Damage or Repair Fee (if any) £ : : (per Section 29.)

Received by me, 19

Travelling expenses (if chargeable) Rs. 30/-

Comm. Fee's Minute

TUES, 26 OCT 1943

Assignee

See Nwc. 101582

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

W1013-0235