

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

(Received at London Office. 5 AUG 1942)

Date of writing Report July 13 1942 When handed in at Local Office July 13 1942 Port of New York
 No. in Survey held at New York Date, First Survey June 29th Last Survey July 3rd 1942
 Reg. Book 25373 on the Machinery of the Wood, Iron or Steel S/S HOPESTAR (No. of Visits 3)
 Tonnage Gross 5267 Vessel built at Liverpool By whom James Hunter & Richard When 1936 2
 Net 3192 Engines made at Nallund By whom Burns Marine Steamship Co. When 1936
 Nominal Horse Power 400 Boilers, when made (Main) 1936 (Donkey) 1936
 No. of Main Boilers 2 Owners Nallund Shipping Co. Ltd. Owners' Address
 No. of Donkey Boilers 1 Managers Stott, Spencer & Fleming Ltd. Port Liverpool Voyage
 Steam Pressure in Main Boilers 285 lb. If Surveyed Afloat or in Dry Dock Afloat (State name of Dock.)
 in Donkey Boilers 120 lb.

Last Report No. 100429 Port N.W.C.Particulars of Examination and Repairs (if any) Part B.S.

(Periodical Surveys, when held, must be reported in detail and verbatim 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? Yes" " Donkey " " Yes

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 P 30/6/42 S 3/7/42Present condition of funnel(s) ✓Did the Surveyor examine the Safety Valves of the Main Boiler? YesTo what pressure were they afterwards adjusted under steam? ✓Did the Surveyor examine the Safety Valves of Donkey Boiler? YesTo what pressure were they afterwards adjusted under steam? ✓Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yesand of the Donkey Boilers? ✓Did the Surveyor examine the drain plugs of the Main Boilers? Yesand of the Donkey Boilers? ✓Did the Surveyor examine all the mountings of the Main Boilers? Yesand of the Donkey Boilers? ✓Has 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 To complete B.S. Donkey boiler and its mountings (except safety valves) to be examined & all safety valves adjusted under steam.

has done: P & S main boilers examined internally & externally & found in good condition, all mountings found or not fitted in good order. Donkey boiler safety valves examined.

General Observations, Opinion, and Recommendation:— The machinery of this vessel is

(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.G.M.S. 9, 11, & L.M.C. 9, 11, or *LMC 140 lb., P.D., &c.)

CS 3, 34,

in safe working condition and eligible in my opinion to remain as now classed with fresh record of 37,422 while the donkey boiler with its mountings (except safety valves) has been examined and all safety valves adjusted under steam.

Survey Fee (per Section 29) £30.00Special Damage or Repair Fee (if any) £ :

(per Section 29.)

Travelling expenses (if chargeable) £ :

Fees applied for

July 3, 1942

Received by me,

19Committee's Minute NEW YORK JUL 15 1942Assigned As new subject

S.B.N.Y. N.Y. 50.
19-8-42 2/10/42.

Defered for
Comp. B.S.
Write Note

W1013-0241

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

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