

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

(Received at London Office)

Date of writing Report 22.5.42 When handed in at Local Office 19 Port of Freetown, S.L.

No. in Reg. Book. 25373 Survey held at Freetown Date. First Survey 3-1942 Last Survey 3-1942 (No. of Visits 1)

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

Tonnage { Gross 5267 Vessel built at Newcastle. By whom Swan Hunter + Wigham Richie Year. Month. 1936 2
 Net 3192 Engines made at WallSEND. By whom Parsons Marine Steam Turbine Co. Ltd. When 1936
 Nominal Horse Power 400 Boilers, when made (Main) 1936 (Donkey) 1936
 No. of Main Boilers 2 Owners WallSEND Shipping Co. Ltd. Owners' Address Port Newcastle Voyage
 No. of Donkey Boilers 1 Managers Stott, Mann + Fleming Ltd. (if not already recorded in Appendix to Register Book.)
 Steam Pressure in Main Boilers 285 lbs. If Surveyed Afloat or in Dry Dock
 in Donkey Boilers 120 lbs. (State name of Dock.)

Last Report No. 8285 Port L.A.

Particulars of Examination and Repairs (if any)

(Periodical Surveys, when held, must be reported in detail and serially 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?

" " Donkey " " "

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?

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

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.)

Survey Fee (per Section 20) £ : : Fees applied for 19
 Special Damage or Repair Fee (if any) (per Section 20.) £ : : Received by me, 19
 Travelling expenses (if chargeable) £ : :

Committee's Minute

Assigned

FRI. 20 MAY 1942

As now

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

W1013 - 0248

*At Port Baitu construction Chamber
plating repaired*

*It is submitted that
this vessel is eligible to
remain as CLASSED*

*Jmu
28.5.42*



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Foundation