

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

(Received at London Office)

Date of writing Report 19 13 19 41 When handed in at Local Office Part of Belfast

Survey held at Belfast Date, First Survey 18th Jan 1941 Last Survey 21st Feb 1941
 (No. of Visits 4)

on the Machinery of the Wood, Iron or Steel HOPE STAR

Gross 5267 Vessel built at Newcastle By whom Swan Hunter & Wigham Richardson When 1936-2
 Net 3192 Engines made at Wallsend By whom Parsons Marine Steam Turbine Co When 1936
 Gross Power 400 Boilers, when made (Main) 1936 (Donkey) 1936
 of Main Boilers 25 BHP Owners Wallsend Shipping Co Ltd Owners' Address Port Newcastle
 of Donkey Boilers 1 Managers Stott, Mann, Fleming & Co Voyage Abercorn Jetty
 Main Boilers 285 If Surveyed Afloat or in Dry Dock Abercorn Jetty
 Donkey Boilers 120 (State name of Dock.)

st Report No. _____ Port _____

Particulars of Examination and Repairs (if any) Damage, Repairs

Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the nature 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 details being detailed in the body of the report, should be briefly summarised at the end of the report. State also the initials and initials of any letters respecting this case.

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 Yes not required

Is a damage report made by anyone else? If so, by whom? Yes Underwriters Surveyors

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

Donkey " " No

Was not done, state for what reasons? Boilers not prepared for Survey

What parts of the Boilers could not be thus thoroughly examined? _____

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? _____

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? _____

Was 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? ✓

Was 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 _____

Engine parts, when referred to by numbers, should be counted from forward. _____ Is electric light and/or power fitted _____

Did the Surveyor examine the generators, motors, switchgear, cables and fuses? _____

Was 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 See Report

Damage stated caused by vessel grounding in Belfast Lough on the 6th December 1940. A general examination being made of the machinery, the intermediate shaft bearings were disturbed; the oil cooler injection valve leaking at ships side. Owing to the extensive nature of the damage sustained by the hull of the vessel it was decided that she would be towed to another port for repairs. With this view the following machinery parts were opened up, examined and found or placed in good condition: steering engine, sandlass, Ballast pump, Bilge and G.S pump, Aux circulating pump and Sea Feed pump. Cement box fitted round oil cooler injection. The above mentioned items have been examined under working conditions.

General Observations, Opinion, and Recommendation:— In view of the decision to place (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. 149 lb., F.D., &c.)

CS 3.34. This vessel on the beach, this report is forwarded for the information of the Committee.

It is recommended that a complete survey of the machinery be carried out before the vessel is recommissioned

Survey Fee (per Section 29) £ : : Fees applied for 1.3.1941

Special Damage or Repair Fee (if any) (per Section 29.) £ 4 4 0 Received by me, _____

Rolling expenses (if chargeable) £ : : _____

Committee's Minute _____

Signed _____

THE 1 APR 1941

Deferred

R. Shaw.
 Engineer Surveyor to Lloyd's Register of Shipping.



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

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

SS. "HOPESTAR"

and found satisfactory.

It is now stated by the Owners agents that the vessel will not be towed away for repairs, but will be placed on the beach locally for an indeterminate period.

When in the stokehold it was noted that the furnaces of the monkey boiler had collapsed, the Chief Engineer states this happened before he joined the vessel and the boiler has been out of Commission for some considerable time.

It is recommended that a complete survey of the machinery be carried out before the vessel is recommissioned.

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