

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

(Received at London Office 13 1941 Part of Belfast)

Date of writing Report 19 When handed in at Local Office 13 1941

Survey held at Belfast Date, First Survey 18 Jan 1941 Last Survey 21 Feb 1941

on the Machinery of the Wood, Iron or Steel HOPE STAR (No. of Visits 4)

Gross 5267 Vessel built at Newcastle By whom Swan Hunter & Wigham Richardson When 1936-2

Net 3192 Engines made at Wallend By whom Parsons Marine Steam Turbine Co When 1936

Mineral 400 Boilers, when made (Main) 1936 (Donkey) 1936

Power 25 BHP Owners Wallend Shipping Co Ltd Owners' Address Port Newcastle Voyage

of Main Boilers 1 Managers Stott, Mann, Fleming & Co

of Donkey Boilers 1 If Surveyed Afloat or in Dry Dock Abercorn Jetty

Pressure—Main Boilers 285 (State name of Dock.)

Donkey Boilers 120

st Report No. Port

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

Periodical Surveys, when held, must be reported in detail and serially 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 names 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 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 shaft now been changed? ✓ If so, state reasons

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? ✓

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.

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? ✓

Is the Survey 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, windlass, Ballast pump, Bilge and G.S. pump, Aux circulating pump and Std 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 the 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) £ 1 3 1941 Fees applied for 1 3 1941

Special Damage or Repair Fee (if any) £ 4 4 0 Received by me,

(per Section 29.)

Rolling expenses (if chargeable) £

Committee's Minute Deferred

Signed

THE 1 APR 1941

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register of Shipping

W1013-0273 1/2

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 soukay 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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