

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

(Received at London Office)

of writing Report. 19 When handed in at Local Office 28. 3. 1941 Port of Belfast

in Survey held at Belfast Date First Survey 12 March Last Survey 22 March 1941

47 on the Machinery of the ~~Wood, Iron or Steel~~ "HOPESTAR" (No. of Visits 4)

age 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. Ltd. When 1936

nal Power 400 Boilers, when made (Main) 1936 (Donkey) 1936

Main Boilers 258 Owners Hallen & Shipping Co. Ltd. Owners' Address (if not already recorded in Appendix to Register Book.)

Donkey Boilers 1 Managers Stott Mann & Fleming Ltd. Port Newcastle Voyage

Pressure 245 Main Boilers 120 Surveyed Afloat or in Dry Dock Abcon Jetty (State name of Dock.)

Report No. Port

Particulars of Examination and Repairs (if any) Machinery Repairs.

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

Where cases where the Surveyor has not made a special damage report he is required to state whether he has offered his services for this purpose, and why they were declined. Yes not required

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

Has the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? /

Donkey /

was not done, state for what reasons /

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 Efficient

Has the Surveyor examine the Safety Valves of the Main Boiler? To what pressure were they afterwards adjusted under steam? /

Has the Surveyor examine the Safety Valves of Donkey Boiler? To what pressure were they afterwards adjusted under steam? /

Has the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? / and of the Donkey Boilers? /

Has the Surveyor examine the drain plugs of the Main Boilers? / and of the Donkey Boilers? /

Has 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 the 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? /

Latest 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 /

Has 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? /

Survey is not complete, state what arrangements have been made for its completion and what remains to be done. A complete examination of machinery to be made at East Coast port to which vessel is bound.

DONE. Intermediate shaft couplings parted, bearings adjusted and alignment of shafting verified. On completion of repairs the main engine was tried under working conditions with satisfactory results. Vessel is proceeding under her own power to a berth East Coast port for repairs.

(See also Belfast Report 12905)

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

in my opinion eligible to remain as classed without fresh record of survey Subject to a complete examination of machinery at East Coast port to which vessel is bound.

Fee (per Section 29) £ : : Fees applied for 28-3-1941

Damage or Repair Fee (if any) £ 8 : 8 : - Received by me,

Printing expenses (if chargeable) £ : :

Committee's Minute

Signed See Bel. 12905

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Engineer Surveyor to Lloyd's Register of Shipping.



W1013-0277

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

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