

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

(Received at London Office)

JAN 12 1940

Date of writing Report 10 When handed in at Local Office 9/1/40 Port of NEWCASTLE-on-TYNE

No. in Reg. Book. Survey held at Newcastle on Tyne Date, First Survey 20/12/39 Last Survey 4/1/40

26213 on the Machinery of the Wood, Iron or Steel S/S "HOPESTAR" (No. of Visits 4)

Tonnage { GROSS 5267 Vessel built at Newcastle By whom Swan Hunter & Wigham Richardson Ltd Year. Month. 1936-2  
Net 3192 Engines made at Wallsend By whom Parsons Mar. Eng. Co. Ltd When 1936-2

Nominal Horse Power { 400 Boilers, when made (Main) 1936 (Donkey) 1936

No. of Main Boilers 2 SRB Owners Wallsend Shipping Co Ltd Owners' Address (if not already recorded in Appendix to Register Book.)  
1 SRB Managers Stott, Mann & Fleming Ltd Port Newcastle Voyage

No. of Donkey Boilers 1 SRB # Surveyed Afloat or in Dry Dock Swan Hunter & Wigham Richardson's Docks  
Steam Pressure in Main Boilers 285 lb (State name of Dock.)  
in Donkey Boilers 120 lb

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. Port  
Particulars of Examination and Repairs (if any) S/S & Conds

(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 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

Now done: Vessel placed in dry dock.

Propeller, aft end of stern bush & shell fastenings of sea connections examined & found in good order - One Mounting metal bolt of Ballast Sea Chest thru shell - the head of which was broken off - now renewed.

Condition: The D.R. Gear Wheels & pinions were examined and found in good condition. Slight pitting along the pitch line of the teeth of main wheel was noted but the teeth are, in my opinion, in good & efficient condition. 1st Red Pinion lifted & with bearings examined & found in good order.

Pinion taken to shop & Slave of Claw coupling (black) renewed.

Port Boiler. Steam Valve Chest renewed - Chest tested as per attached Rpt C. 9781.

## 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, E.S. 9,11, B.&M.S. 9,11, & L.M.C. 9,11, or L.M.C. 140 lb., F.D., &c.)

The machinery of this vessel, so far as now seen, is in good safe working condition, and eligible in my opinion, to remain as classed without fresh record of survey.

Survey Fee (per Section 29) £ : Fees applied for 19  
Special Damage or Repair Fee (if any) (per Section 29.) £ :  
Travelling expenses (if chargeable) £ : Received by me, 19

Committee's Minute

Assigned

TUE. 23 JAN 1940

As now

A. Watt

Engineer Surveyor to Lloyd's Register of Shipping.

WID13-0290

Lloyd's Register Foundation



Mani volucula, gearms  
examined.

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

L.H.  
15/1/40.



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