

Report of Survey for Repairs, &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 19 Port of NEWCASTLE-on-TYNE

No. in Reg. Book. 26213 Survey held at Newcastle on Tyne Date, First Survey 20/12/39 Last Survey 4/11/40 19. (No. of Visits 4)

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

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 Owners Wallsend Shipping Co Ltd Owners' Address (if not already recorded in Appendix to Register Book.)
Stott, Mann & Fleming Ltd. Port Newcastle Voyage

No. of Donkey Boilers 1 Managers Stott, Mann & Fleming Ltd. Port Newcastle Voyage

Steam Pressure in Main Boilers 285 lb # Surveyed Afloat or in Dry Dock Swan Hunter & Wigham Richardson's Docks Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

in Donkey Boilers 120 lb (State name of Dock.)

Last Report No. _____ Port _____

Particulars of Examination and Repairs (if any) Dkg & Conds

(Periodical Surveys, when held, must be reported in detail and seriatim 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? No 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? No

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 1/8"

Engine parts, when referred to by numbers, should be counted from forward.

Is electric light and/or power fitted? Yes

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? No

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. Scum 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).....	£	✓	:	Received by me,	
(per Section 29.)					19
Travelling expenses (if chargeable).....	£	✓	:		

A Watt

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute _____

Assigned As now

TUE. 29 JAN 1940

W1013-0290

Lloyd's Register Foundation

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

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

Main reduction gearings
examined.

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

L.H.
15/1/40



© 2020

Lloyd's Register
Foundation