

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

(Received at London Office)

NEWCASTLE-ON-TYNE

Date of writing Report 19 When handed in at Local Office 21/3/1939 Port of NEWCASTLE-ON-TYNE

No. in Reg. Book. Survey held at Newcastle Date, First Survey 10/3/39 Last Survey 17/3/1939
76170 on the Machinery of the Wood, Iron or Steel S/S "HOPESTAR" (No. of Visits 3)

Tonnage { Gross 5267 Vessel built at Newcastle By whom Green Hunter & Wigan Ltd When 1936-2
 Net 3192 Engines made at do By whom Parsons Marine Steam Turb. Co. Ltd When 1936

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

No. of Main Boilers 2 Owners Wallasey Shipping Co. Ltd Owners' Address Stott, Mann & Fleming Ltd
 No. of Donkey Boilers 1 Managers Stott, Mann & Fleming Ltd Port Newcastle Voyage SH + W.R. Docks
 Steam Pressure in Main Boilers 285 lb If Surveyed Afloat or in Dry Dock SH + W.R. Docks
 in Donkey Boilers 120 lb (State name of Dock.)

Last Report No. Port

Particulars of Examination and Repairs (if any) Dk + new SVs

Periodical Surveys, when held, must be reported in detail and 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 goodDid the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 285 lbDid the Surveyor examine the Safety Valves of Donkey Boiler? Yes To what pressure were they afterwards adjusted under steam? YesDid the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes , and of the Donkey Boilers? YesDid the Surveyor examine the drain plugs of the Main Boilers? Yes , and of the Donkey Boilers? YesDid the Surveyor examine all the mountings of the Main Boilers? Yes , and of the Donkey Boilers? Yes

Has screw shaft now been drawn and examined? No Is it fitted with continuous liner? Yes 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? Yes If so, state reasons.

Has the shaft now fitted been previously used? Yes Has it a continuous liner? Yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? Yes

State date of examination of Screw Shaft 3/32 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 power fitted? Yes

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 and shell fastenings of sea connections examined & found in good order. The old pedestal bearings of the intermediate shafting have been removed and new water cooled pedestal bearings have been fitted & the aftermost ped. brg. (on T.S.) has been fitted with water cooling. New Safety Valves complete have now been fitted to the two Main Boilers and the Valves were afterwards adjusted under steam as stated above. See Nwe. Rpt No 96773. of Oct 38.

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.)

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

Committee's Minute

Assigned

WED 12 APR 1939

As now

A. Watt

Engineer Surveyor to Lloyd's Register of Shipping.

W1013-0300

Lloyd's Register Foundation