

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

(Received at London Office)

24 1939

Date of writing Report _____ 19____ When handed in at Local Office 21/3/39 Port of NEWCASTLE-ON-TYNE
 No. in Reg. Book. 76170 Survey held at Newcastle Date, First Survey 10/3/39 Last Survey 17/3/1939
 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 & Wigham Reekie & Co. Ltd Year. Month. 1936-2
 Net 3192 Engines made at do By whom Parsons Marine Steam Turb. Co. Ltd When
 Nominal Horse Power { 400 Boilers, when made (Main) 1936 (Donkey) 1936
 No. of Main Boilers 2 Owners Wallsend Shipping Co. Ltd Owners' Address _____
 No. of Donkey Boilers 1 Managers Stott, Mann & Fleming Ltd (if not already recorded in Appendix to Register Book.)
 Steam Pressure in Main Boilers 285 lb Port Newcastle Voyage _____
 in Donkey Boilers 120 lb # Surveyed Afloat or in Dry Dock S.H. & W.R. D.D. Co.
 (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 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?

Do the same for Donkey Boilers?

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) good

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 285 lb

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 3/32

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 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 TS.) 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 is in good safe working condition and eligible in my opinion to remain as classed without fresh record of survey.

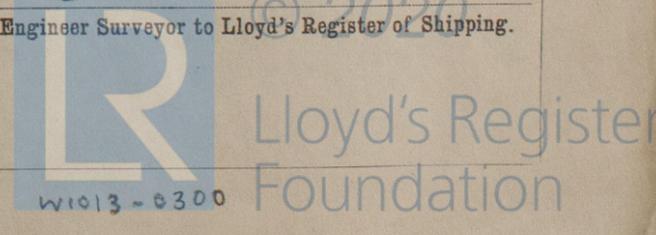
Survey Fee (per Section 20) £ :
 Special Damage or Repair Fee (if any) (per Section 29.) £ :
 Travelling expenses (if chargeable) £ :

Fees applied for _____
 Received by me, _____

A. Watt
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute _____
 Assigned As now

WED 12 APR 1939



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

In a Certificate required? If so, to be sent to _____