Rpt. 9.

No. 96773

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

(Received at London Office OCT 12 1938)

Date of writing Report ..... 19 .... When handed in at Local Office 6/10/1938 Port of NEWCASTLE-ON-TYNE

No. in Reg. Book. 76170 Survey held at Newcastle Date, First Survey 23/9/38 Last Survey 4th Oct 1938 (No. of Visits 6.)

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

Tonnage { Gross 5267 / Net 3192

Nominal Horse Power { 400

No. of Main Boilers 2 SB (Spt)

No. of Donkey Boilers 1.

Steam Pressure— in Main Boilers 285 lbs

in Donkey Boilers 120 lbs

Vessel built at Newcastle By whom Swan, Hunter & Wigham Richd'sn Ltd When 1936-2

Engines made at " By whom Parsons Marine Stm Turb. Co. Ltd When 1936

Boilers, when made (Main) 1936 (Donkey) ✓

Owners Wallsend Shipping Co. Ltd (Walter Fleming) Owners' Address (if not already recorded in Appendix to Register Book.)

Managers Arthur Stott, Co. Ltd Port Newcastle Voyage

~~If~~ Surveyed Afloat or in Dry Dock Swan Hunter & Wigham Richardson's Dk. (State name of Dock.)

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

CHARACTER. ✠ for Special Survey Date of last Survey and of Periodical Surveys.	Years assigned and expired.	Machinery and Boiler Surveys (including date of N.B., if any).
+100 A1 with freeboard 12.37		+LMC. 2.36
		TS cl.

Last Report No. ..... Port .....

Particulars of Examination and Repairs (if any) Dkg. & new Propeller

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 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 has 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? No

" " Donkey " " " ✓

If this was not done, state for what reasons? Blrs not due for survey.

In what parts of the Boilers could not be thus thoroughly examined? ✓

In 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 Boilers? Yes (at Glasgow) To what pressure were they afterwards adjusted under steam? 285 lbs

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 Boiler? ✓

Did the Surveyor examine all the mountings of the Main Boilers? ✓, and of the Donkey Boiler? ✓

Has screw shaft now been drawn and examined? Yes 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? No 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?

Date date of examination of Screw Shaft 26/9/38 State the distance between lignum vitæ ~~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 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, stern bush, screw shaft (drawn in) and shell fastenings of sea connections examined and found or placed in good condition:

Rpns. due to w. & tear;- The old 4 bladed Solid Cast Iron Propeller - the blades of which are badly wasted at tips - taken off & kept as spare. The Spare propeller also solid C.I. now fitted as Working Propeller.

The 2 Main Boiler Safety Valves; The Supt stated that all the S.Vs (Main & Spt.) had been trouble - leaking at pressures below the WP. (285 lbs.). These Valves & Chests complete were taken off & sent to Messrs Cockburn's Cardonald. for examn & overhaul., See copy of Glasgow Certy No C. 36679 dated 3/10/38. Valves refitted and adjusted under steam as stated above

As stated in Glasgow Certy, New double SVs are being made and will be fitted at the first convenient opportunity.

General Observations, Opinion, and Recommendation:— The Machinery of this Vessel is

(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 ✠LMC 140 lb., F.D., &c.) CS 3,34,

in good safe working condition, eligible in my opinion to remain as now classed and to have record TS cl. 9.38.

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

Survey Fee (per Section 29) ..... £ ✓ : :

Special Damage or Repair Fee (if any) (per Section 29.) ..... £ ✓ : :

Travelling expenses (if chargeable) ..... £ ✓ : :

Fees applied for ..... 19 ....

Received by me, ... 19 ....

A Watt

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI 28 OCT 1938

Assigned As now

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