

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

No. 95759

(Received at London Office DEC 28 1937)

Date of writing Report 19 When handed in at Local Office 23/12/1037 Port of NEWCASTLE-ON-TYNE
 No. in Reg. Book. Survey held at Newcastle on Tyne Date, First Survey 10/12/37 Last Survey 17 Dec 1937
26599 on the Machinery of the Wood, Iron or Steel Sc. "HOPESTAR" (No. of Visits 5)
 Tonnage Gross 5267 Vessel built at Newcastle on Tyne By whom Swan, Hunter & Wigham Reids When 1936-2
 Net 3192 Engines made at Wallsend 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 Wallsend Shipping Co. Ltd Owners' Address (if not already recorded in Appendix to Register Book.)
 No. of Donkey Boilers 1 Managers Arthur Stott & Co. Ltd Port Newcastle Voyage
 Steam Pressure in Main Boilers 285 lb # Surveyed Afloat 8 in Dry Dock Swan Hunter & Wigham Richardson Ltd
 in Donkey Boilers 120 lb (State name of Dock.)

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

CHARACTER. X for Special Survey Date of last Survey and of Periodical Surveys.	Year assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
+100 A1 with feedwater 5-37		+LMC 2.36 TS Cl.

Last Report No. Port
 Particulars of Examination and Repairs (if any) OK (Condition)

(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 ☒

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes 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? 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? ☒

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? ☒

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 were examined & found in good condition.

Condition: The Safety valves of the two main Boilers which were stated to have been leaking - now overhauled and Lids of Main Safety Valves renewed. The SV's of the Main Boilers were afterwards adjusted under steam as stated above.

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, X L.M.C. 9,11, or X L.M.C. 140 lb., F.D., &c.)

in good 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.) £ : : Received by me, 19
 Travelling expenses (if chargeable) £ : :

Committee's Minute

Signed As above

TUE. 4 JAN 1938

A. Watt.

Engineer Surveyor to Lloyd's Register of Shipping.

w1013-0314

Lloyd's Register
Foundation

Safety valves overhauled
looking

3/1/57

main & minor
pressure and temperature

the boiler is in good condition and the
water level is maintained at the proper
height. The pressure is maintained at the
proper level and the temperature is maintained
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Boiler of 21145 for Babylas & Co. of England and Wales



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