

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

(Received at London Office)

MAY 11 1937

Date of writing Report 19 When handed in at Local Office 7<sup>th</sup> 5/ 1937 Port of NEWCASTLE-ON-TYNE

No. in Reg. Book. Survey held at Newcastle on Tyne Date, First Survey 3<sup>rd</sup> 5/37 Last Survey 5<sup>th</sup> 5/ 1937

76808 on the Machinery of the Wood, Iron or Steel S/S HOPESTAR (No. of Visits 3)

Tonnage { Gross 5267 Vessel built at Newcastle on Tyne By whom Swan Hunter & Wigham & Richardson Ltd When 1936-2

{ Net 3192 Engines made at Wallsend By whom Parsons Mar. Eng. 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

No. of Donkey Boilers 1 Managers Arthur Stott & Co. Ltd Owners' Address (if not already recorded in Appendix to Register Book.)

Steam Pressure in Main Boilers 285 lb. Port Newcastle Voyage

in Donkey Boilers 120 lb. If Surveyed Afloat or in Dry Dock Swan Hunter & Wigham Richardson's.

(State name of Dock.)

Last Report No. Port

## Particulars of Examination and Repairs (if any) Docking &amp; Land

(Periodical Surveys, when held, must be reported in detail and aeration 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 funnels good

Did the Surveyor examine the Safety Valves of the Main Boilers? 2 ✓ Yes

To what pressure were they afterwards adjusted under steam? 285 lb./sq. in.

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? 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 5/64"

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, aft end of stern bush and shell fastenings of sea connections examined and found in good order.

Condition: Safety Valves of the two main Boilers were opened up, overhauled and afterwards adjusted to the WP as stated above.

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

(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.)

now seen, is in good safe working condition & eligible in my opinion to remain as now classed without fresh record of survey.

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,

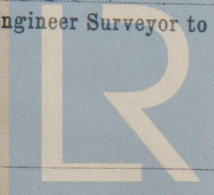
19

Committee's Minute FRI 28 MAY 1937

Signed As now

A. Watt

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

W1013-0317



27  
13/5737

© 2020  
Lloyd's Register  
Foundation