

94435

No. 94435

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

(Received at London Office 28 NOV 6)

of writing Report 27th Nov. 1936 When handed in at Local Office 27th Nov. 1936 Port of NEWCASTLE-ON-TYNE

Survey held at Newcastle-on-Tyne Date, First Survey 26 Oct. Last Survey 13 Nov 1936 (No. of Visits 10)

on the Machinery of the ~~Wood Iron or Steel~~ S.S. HOPESTAR

Gross 5267 Vessel built at Newcastle By whom Swan, Hunter & Wig. Rsn. Ltd. When 1936. 2
Net 3192 Engines made at Wallsend By whom Parsons Marine Steam Turbines Ltd. When 1936.
(Donkey) 1936.

Main Boilers 2 CB Boilers, when made (Main) 1936 Owners' Address
Donkey Boilers one Managers Arthur Stott & Co. Ltd. (if not already recorded in Appendix to Register Book.)
Pressure 285 No. 1/2 Surveyed Afloat & in Dry Dock Wallsend Shipways Co. Port Newcastle Voyage
Main Boilers 120 No. 1/2 (State name of Dock.) Wharf & Dry Dock.

Report No. Port Docks, Fitting New
Particulars of Examination and Repairs (if any) Liphth, Plans, etc. & Repairs

CHARACTER.	Years assigned new survey.	Machinery and Boiler Surveys (including date of N.B., if any).
100 A1 with freeboard 2.36		L.M.C. 2.36 C.L.

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

Special Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly 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 being detailed in the body of the report, should be briefly summarised at the end of the report. State also the date and initials of any letters respecting this case.

Where cases where the Surveyor has not made a special damage report he is required to state whether he has performed his services for this purpose, and why they were declined.

Has a special damage report been 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? *General Exam. made.*

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time? *No.*

Were any parts of the Boilers not examined?

Were any special means, in the absence of internal examination, adopted by the Surveyor to assure himself of the thorough efficiency of those parts of each Boiler?

What was the latest date of internal examination of each boiler? Present condition of funnel *Efficient.*

Did the Surveyor examine the Safety Valves of the Main Boiler? To what pressure were they afterwards adjusted under steam? *285 No. 1/2*

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 the crew 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 the 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?

What is the 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. *16"*

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. *Complete.*

The vessel placed in dry dock, the propeller and fastenings examined and found satisfactory. It was stated that the vessel had a tendency to lose the injection water in certain positions of trim, the main injection valve has been removed, the necessary modifications made the shell doubling, and the valve refitted about 15" lower.

Auxiliaries:- It is stated that the lubricating oil pump and sanitary pump, which are driven from the main Engine by means of chain gearing and friction clutches, have not proved entirely satisfactory in service; these pumps have been left in position and additional independent reciprocating pumps fitted.

Main Boilers & Superheaters:- A general examination was made of the two main boilers and slight leakages found to have been taking place at some of the Comb. Chamber seams and shell circumferential seams, a number of screw stays on Comb. Chamber backs missing and a number of tubes leaking. The back end plates of both main boilers found locally.

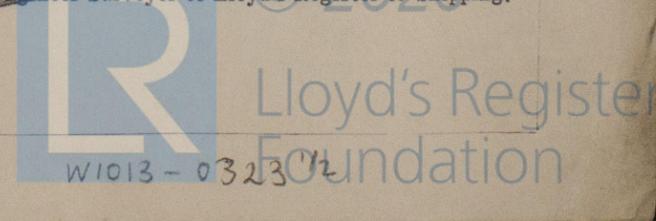
General Observations, Opinion, and Recommendation:- *Locally*

(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.)

The machinery of this vessel is in safe working condition and eligible, in our opinion, to remain as classed without fresh record.

Survey Fee (per Section 29) £ : : Fees applied for 27 NOV 1936
Special Damage or Repair Fee (if any) (per Section 29.) £ 5 : 5 : 9
Traveling expenses (if chargeable) £ : :
Received by me, 15.12.1936 16/12
A.B. Forster & G. Brown
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI. 11 DEC 1936
Design as now without spl. cover.



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

s.s. "HOPESTAR"

Main Boilers and Superheaters Contd.:- locally wasted internally in way of the main feed check valve spigots, apparently due to defective joints of the internal feed pipes. The following repairs have now been effected:-

All tubes in the port main boiler and a number of tubes in the starboard main boiler re-expanded; the leaky screw stays, comb. chamber seams and shell circ. seams in both boilers re-caulked; the back end plates of both main boilers built up by Electric welding where wasted in way of the main feed check valve spigots, the main feed check valves renewed, and new internal feed pipes fitted. On completion of the repairs the main boilers were tested by hyd. pressure to 290 lbs./sq. with satisfactory results. The Superheater Elements (Comb. Chamber Type) had been removed from the main boilers owing, it is stated, to some of the lower spear ends having failed. The Elements have now been carefully examined, a number of the lower spear ends found to be distorted and a few split, the lower portions of the Elements generally show signs of overheating; a few of the Elements were cut open and the internal surfaces found satisfactory.

A complete new set of Elements has now been fitted in accordance with the plan approved 27.8.36, enclosed herewith. The Superheaters have been tested ~~to~~ by hyd. pressure to 575 lbs./sq. with satisfactory results.

The Air Heater Tubes were found to be partly choked and Root Blowers have now been fitted; the feed water filter examined and found satisfactory; the air supply to the top of the furnaces has been reduced; the combustion chamber backs have been protected in way of the flame by fire brick lining. On completion of the repairs and alterations the boilers were examined under steam and found satisfactory; the fires were afterwards drawn, and an examination made in the Combustion Chambers when everything appeared to be in order.

The safety valves of the main boilers and Superheaters adjusted under steam to 285 lbs./sq.

Please see Bourdeaux Report N° 4819:- The machinery has been generally examined and, as no damage appears to have been sustained by the grounding, it was not considered necessary to open up the machinery.

M.B.