

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

(Received at London Office)

7 OCT 1936

of writing Report 5th Oct 1936 When handed in at Local Office 5th Oct 1936 Port of Bordeaux
 in Survey held at Bassens Date, First Survey 2nd Oct Last Survey 3rd Oct 1936
808 on the Machinery of the ~~Wood, Iron or Steel~~ Sec. "HOPESTAR" (No. of Visits 2)
 Gross 5267 Vessel built at Newcastle By whom Irwin Hunter Wigham Ltd When 1936-24
 Net 319 1/2 Engines made at Wallsend By whom Tarsons Marine S. When 1936
 Main Boilers 400 NHP Boilers, when made (Main) 1936 (Donkey) 1936
 Donkey Boilers 25B Owners Wallsend Shipping Co Ltd Owners' Address La Hane
 Pressure in Boilers 1DB Managers A. Stott & Co (if not already recorded in Appendix to Register Book.)
 in Boilers 285 lbs Surveyed Afloat on in Dry Dock Afloat Bassens Particulars of Classification (which must be inserted precisely as in Register Book & Supplements.)
 Donkey Boilers 120 lbs (State name of Dock.)

Report No. _____ Port _____
 Particulars of Examination and Repairs (if any) Grounding damage + 100 A. I with
freeboard 2.36 + I.M.C. 2.36
C.T.
1DK & Shelter
DK.

Special Surveys, when held, must be reported in detail and seriatim 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 age and initials of any letters respecting this case.

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

Has 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 not done, state for what reasons?

Which parts of the Boilers could not be thus thoroughly examined?

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

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

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 screw shaft now been drawn and examined? 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 the shaft now been changed? If so, state reasons

Has the screw 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? Vessel afloat

What is the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft?

If the survey is not complete, state what arrangements have been made for its completion and what remains to be done.

Survey for Grounding
noted to have occurred in the river Garonne off Bassens
the 2nd October 1936.

Now done. Engines examined externally & no signs of damage found. Machinery spaces examined & evidence of leakage noted.
Main boilers. All furnaces & combustion chambers both main boilers examined. A number (about 70) of main tubes leaking: expanded as necessary. Valve claps on main check valves renewed.

Please refer to copy of Interim Certificate B1 forwarded herewith.

General Observations, Opinion, and Recommendation:— The machinery of this vessel is in such a state of repair that it is in my opinion eligible to remain as classed without fresh record of survey, subject to the machinery being further examined at the first convenient opportunity.

(per Section 29) £ 150 Fees applied for 5.10.1936
 Damage or Repair Fee (if any) £ : £ 200
 (per Section 29.)
 Expenses (if chargeable) £ 50 Received by me, 19

D. Stewart
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI. 23 OCT 1936 FRI. 11 DEC 1936
See Hav Rpt 7562



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