

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

-7 OCT 1936

(Received at London Office)

of writing Report 5th Oct 1936 When handed in at Local Office 5th Oct 1936 Port of Bordeaux
 in Survey held at Basens Date, First Survey 2nd Oct Last Survey 3rd Oct 1936
 on the Machinery of the ~~Wood, Iron or Steel~~ Sc. "HOPE STAR" (No. of Visits 2)
 Gross 5267 Vessel built at Newcastle By whom Irwin Hunter Wigham Ltd When 1936-2
 Net 3.19 1/2 Engines made at Wallend By whom Parsons Marine S. Co When 1936
 Power 400 NHP Boilers, when made (Main) 1936 (Donkey) 1936
 Main Boilers 25B Owners Wallend Shipping Co Ltd Owners' Address Port Newcastle
 Donkey Boilers 1DB Managers A. Stott & Co (if not already recorded in Appendix to Register Book.)
 Pressure—285 lbs Surveyed Afloat or in Dry Dock Afloat Basens Port Newcastle Voyage La Haine
 Donkey Boilers 120 lbs (State name of Dock.)

Report No. Port

Particulars of Examination and Repairs (if any)

Grounding damage + 100 A. 1 with
freeboard 2.36
1DK & Shelter
DK.

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 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 declined his services for this purpose, and why they were declined.

Has a damage report been made by anyone else? If so, by whom?

Has the Surveyor personally gone inside each Main Boiler separately and made a thorough examination at this time?

" Donkey " " "

Is not done, state for what reasons?

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

Were 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?

Has the Surveyor examined the Safety Valves of the Main Boiler?

To what pressure were they afterwards adjusted under steam?

Has the Surveyor examined the Safety Valves of Donkey Boiler?

To what pressure were they afterwards adjusted under steam?

Has the Surveyor examined all the manholes, doors and their fastenings of the Main Boilers?

, and of the Donkey Boilers?

Has the Surveyor examined the drain plugs of the Main Boilers?

, and of the Donkey Boiler?

Has the Surveyor examined 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 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 distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft?

Survey is not complete, state what arrangements have been made for its completion and what remains to be done. Survey for Grounding
ted to have occurred in the river Garonne off Basens
the 2nd October 1936.

Now done.. Engines examined externally & no
ns 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
main check valves renewed.

Please refer to copy of Interim Certificate B1 forwarded
ewith.

General Observations, Opinion, and Recommendation:—The machinery of this vessel
is 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, S.S. 9,11, B.M.S. 9,11, or L.M.C. 9,11,
140 lb., F.D., &c.)

As far as now seen, is in safe working condition and in
opinion is eligible to remain as classed without fresh record
survey, subject to the machinery being further examined
the first convenient opportunity

Fees applied for
 (per Section 29) £ 15.0
 Damage or Repair Fee (if any) £ :
 (per Section 20.) £ :
 Expenses (if chargeable) £ 5.0
 Received by me, 5.10.1936
200
19

Committee's Minute

FRI. 23 OCT 1936

FRI. 11 DEC 1936

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See Har. Rpt 7562

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register
Foundation

W1013-0333

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