

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

(Received at London Office

14 OCT 1936

Date of writing Report 12th Oct. 1936 When handed in at Local Office 12th Oct. 1936 Port of Harve
 No. in Reg. Book 76808 Survey held at Harve Date, First Survey 9th Oct Last Survey 10th Oct. 1936
 on the Machinery of the Wood, Iron or Steel Sc. St. "HOPESTAR" (No. of Visits 2)
 Tonnage { Gross 5267 Vessel built at Newcastle By whom Swan Hunter & Co. Ltd When 1936-2
 Net 3192 Engines made at Wallsend By whom Pansons, Mar. Steam Eng. Co. 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 Scott & Co. Ltd Port Newcastle Voyage Newcastle
 Steam Pressure in Main Boilers 285 lb. If Surveyed Afloat or in Dry Dock Afloat
 in Donkey Boilers 120 lb. (State name of Dock.) Harve
 Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. 2564 Port P. N.Particulars of Examination and Repairs (if any) Boiler Repairs

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

Present condition of funnel(s)

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 Boiler?

, 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? 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 reason

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

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

Vessel Surveyed afloat

Examined the Starboard furnace of the Starboard Boiler from Water & Fire Sides. Found the lap of the Original Welding at bottom of the Courtyard end, started over a length of 8 inches.

Crack cut in a V Shape and electrically welded.

On completion of Repairs Welding Hammer tested and found Satisfactory.

Copy of Interim Certificate attached hereto

General Observations, Opinion, and Recommendation:—

(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 R.L.M.C. 140 lb., F.D., &c.)

The machinery of this vessel, being as far as now seen, in a safe working condition is eligible in my opinion to remain as classed, without fresh record of Survey.

Survey Fee (per Section 29) £ FRM

Special Damage or Repair Fee (if any) £ 400

Late fee (10-10-36) £ 130

Travelling expenses (if chargeable) £ 55

Fees applied for
12-10-1936
FRM 585
 Received by me,
19

Committee's Minute

FRI. 23 OCT 1936

FRI. 11 DEC 1936

Assigned

As now
Embed

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register
 Foundation

W1013-0336