

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 Dec 1936 (No. of Visits: 2)

on the Machinery of the Wood, Iron or Steel Sc. St. "HOPESTAR"

Tonnage: Gross 5267 Net 3192 Vessel built at: Newcastle By whom: Swan Hunter & Co. Ltd When: 1936-2

Nominal Horse Power: 400 Engines made at: Wallsend By whom: Fansons. Mar. Steam Eng. Co. When: 1936

No. of Main Boilers: 2 Boilers, when made (Main): 1936 (Donkey): 1936

No. of Donkey Boilers: 1 Owners: Wallsend. Shipping Co. Ltd Owners' Address: (if not already recorded in Appendix to Register Book.)

Steam Pressure in Main Boilers: 285 lbs Managers: Arthur Scott & Co. Ltd Port: Newcastle Voyage: Newcastle

In Donkey Boilers: 120 lbs If Surveyed Afloat or in Dry Dock: Afloat (state name of Dock.) Harve

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 Cowdray 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 XLMC 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.

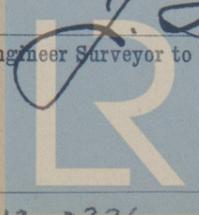
Survey Fee (per Section 29).....	£	FRG	Fees applied for <u>12.10.1936</u> Fr: <u>585.</u> Received by me, 19.....
Special Damage or Repair Fee (if any).....	£	400	
Late fee (10.10.36).....	£	130	
Travelling expenses (if chargeable).....	£	55	

Committee's Minute FRI. 23 OCT 1936

FRI. 11 DEC 1936

Assigned As now
Embed

L. Hoyle
Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

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

Is a Certificate required? If so, to be sent to