

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

(Received at London Office 12 MAY 1936)

Date of writing Report 21<sup>st</sup> April 1936. When handed in at Local Office

10 Port of PORT NATAL

No. in  
Reg. Book.

Survey held at PORT NATAL

Date, First Survey 4<sup>th</sup> April Last Survey 17<sup>th</sup> April 1936

(No. of Visits 4.)

38433 on the Machinery of the Steel SC. "HOPESTAR"

(Gross 5267)

Net 3192

400

Boilers 2

Main Boilers 1

Boilers 285

Boilers 120

Vessel built at Newcastle

By whom Swan, Hunter &amp; Wigham When 1936-2

Engines made at - do Wallend

By whom Wallend (Donkey) When 1936

Boilers, when made (Main) 1936

Owners Wallend Shipping Co. Ltd

Owners' Address

Managers Arthur Stott &amp; Co. Ltd

Port Newcastle Voyage Far East

If Surveyed Afloat or in Dry Dock Yes

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

CHARACTER. * for Special Survey Date of last Survey and of Periodical Surveys.	Year assigned expired.	Machinery and Boiler Surveys (including date of N.B., if any).
*100 A.1.2.36		+2mc 2.36
(Class Contingent)		CL
With f.b.d.		

Report No. 93528 Port Ylwe

Particulars of Examination and Repairs (if any) Boiler Repairs

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 any details in the body of the report, should be briefly summarised at the end of the report. State also the initials of any letters respecting this case.

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

Has a special 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 " " "

not done, state for what reasons?

Parts of the Boilers could not be thus thoroughly examined?

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?

Date of internal examination of each boiler

Present condition of funnel(s)

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 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?

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?

Survey is not complete, state what arrangements have been made for its completion and what remains to be done Complete.

It was reported that the Superheater elements of both main boilers were defective and that a number of Combustion Chamber stays were leaking. On examination it was found that the torpedos ends of the Superheater elements were swelled as follows from an original of 1 7/8" and were cracked.

Port Furnace.  
2 elements swelled to a maximum of 1 7/8".

Starboard Boiler  
Centre Furnace  
All elements swelled to a max. of 2 5/16"

Starboard Furnace  
3 elements swelled to a max. of 1 29/32"

P.T.O.

General Observations, Opinion, and Recommendation:—The machinery of this Vessel is eligible in my opinion to remain as classed, without fresh record of survey.

Survey Fee (per Section 29) £ : : Fees applied for 18/4/1936  
Special Damage or Repair Fee (if any) (per Section 29) £ 6 : 6 : 0  
Travelling expenses (if chargeable) £ : 19 : 6

Committee's Minute

Assigned As now

FRI. 22 MAY 1936

Engine Surveyor to Lloyd's Register of Shipping.

W1013-0340

Lloyd's Register  
Foundation



<u>Port Furnace.</u>	<u>Port Boiler</u>	<u>Centre Furnace.</u>	<u>Starb'd Furnace</u>
1 element melted to $1\frac{15}{16}$ "		3 elements melted to a max. of $1\frac{15}{16}$ "	2 elements melted to a max. of $1\frac{31}{32}$ "

The following number of stays were found to be leaking in the Combustion Chambers:-

<u>Port C.C.</u>	<u>Starb'd Boiler</u>	<u>Centre C.C.</u>	<u>Starb'd C.C.</u>
10		23	22

<u>Port C.C.</u>	<u>Port Boiler</u>	<u>Centre C.C.</u>	<u>Starb'd C.C.</u>
5		10	8

In the Centre Combustion Chambers of both main boilers 3 ft. of seam and 10 rivets were also found to be leaking.

It was recommended that all the Superheater elements be removed.

The nuts of all leaking stays removed, the stays re-cannelled and nuts replaced. Also the leaking seams and rivets cannelled.

The above repairs have been efficiently carried out, and the vessel is proceeding with Saturated steam.

J. H. Boyle  
21/4/36