

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

(Received at London Office)

1 MAY 1935

Date of writing Report 29/4/35 When handed in at Local Office 29/4/35 Port of NEWCASTLE-ON-TYNE

Survey held at Wallsend-on-Tyne Date, First Survey 21 March Last Survey 18/4/1935
(No. of Visits) 12

864 on the Machinery of the Wood, Iron or Steel Sk. "HOPETON"

Age Gross 4980 Vessel built at Glasgow By whom Barclay Curle & Co. Ltd When 1925-8
Net 3099 Engines made at Newcastle By whom Swan Hunter & Wigham Richardson When N.E. 9-24

Mineral Power 504 Boilers, when made (Main) N.B. 9-24 (Donkey) ✓

Main Boilers 350 Owners Hopemount Shipping Co. Ltd. Owners' Address (if not already recorded in Appendix to Register Book.)
Managers A. Stott & Co. Ltd. Port Newcastle Voyage

Donkey Boilers ✓ Surveyed Afloat ✓ in Dry Dock S.H. & R. Buoy's
(State name of Dock.) + Dry Dock

st Report No. Port Docking, B.S.

Particulars of Examination and Repairs (if any) and Superheat.

Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the nature 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 details being detailed in the body of the report, should be briefly summarised at the end of the report. State also the names and initials of any letters respecting this case.

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 ✓

Is 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? yes

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time? ✓

What parts of the Boilers could not be thus thoroughly examined? ✓

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? ✓

Latest date of internal examination of each boiler all main boilers 2/4/35.

Did the Surveyor examine the Safety Valves of the Main Boiler? yes To what pressure were they afterwards adjusted under steam? 200 lb/in²

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? yes and of the Donkey Boilers? ✓

Did the Surveyor examine the drain plugs of the Main Boilers? None and of the Donkey Boiler? ✓

Did the Surveyor examine all the mountings of the Main Boilers? yes and of the Donkey Boiler? ✓

Has the screw shaft now been drawn and examined? No 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 ✓ Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ✓

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 betweenignum vitæ or bearing metal of stern bush and top of after bearing of screw shaft 3/16"

Engine parts, when referred to by numbers, should be counted from forward.

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

How done: Vessel placed in dry dock. Propeller, sea and propeller, fastenings examined. Wear down as above.

all 3 Main boilers examined internally and externally with mountings opened out. Minor repairs effected. Safety valves adjusted under steam as above.

Superheaters were fitted to all 3 main boilers and their safety valves adjusted under steam. See separate sheet Report 5a.

Report 5a.

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, or L.M.C. 9.11, 140 lb., E.D., &c.)

The machinery of this vessel

so far as now seen is in safe working condition, eligible

in my opinion to remain as now classed with

fresh record of B.S. 4-35.

Fee (per Section 29) B.S. £ 4:00 Fees applied for am

ing & testing Superheat. £ 5:50 30 APR 1935

Repair Fee (if any) (per Section 29.) £ 9:50 Received by me AD

elling expenses (if chargeable) ✓ 10/5

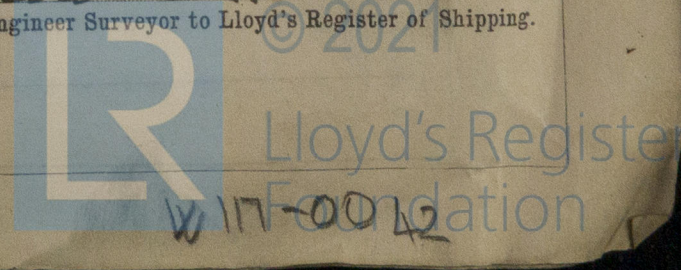
Committee's Minute FRI. 10 MAY 1935

igned 4.35

Engineer Surveyor to Lloyd's Register of Shipping.

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

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

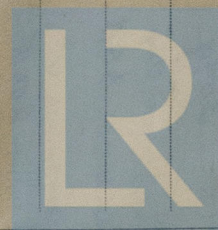


W held
Super heater fitted.

N.B.—If this Report is copied by copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

It is submitted that
this vessel is eligible for
THE RECORD.

4-31
4/5/35



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