

## REPORT OF SURVEY FOR REPAIRS, &amp;c., OF ENGINES AND BOILERS

(Received at London Office)

Date of writing Report 19 When handed in at Local Office 25 MAR 1941 Port of LIVERPOOL

No. in Reg. Book. 82308 Survey held at Liverpool Date First Survey 7/3/41 Last Survey 16/3/1941 (No. of Visits 6)

on the Machinery of the Wood, Iron or Steel Tw. Sc. "Rodney Star"

Tonnage { Gross 11803 Vessel built at Port Glasgow By whom Lithgows & Co. When 1927-1  
Net 7416 Engines made at Newcastle By whom Parsons Marine Steam Turbine Co. (Donkey) ✓

Nominal Horse Power 1582 Boilers, when made (Main) 1927 Owners Blue Star Line Ltd. Owners' Address (if not already recorded in Appendix to Register Book.)  
No. of Main Boilers 258 Managers ✓ Port London Voyage ✓

No. of Donkey Boilers ✓ Steam Pressure in Main Boilers 200 lb. in Donkey Boilers ✓

Surveyed Afloat or in Dry Dock Brooklands Dock. (State name of Dock.)

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

Last Report No. Port

Particulars of Examination and Repairs (if any) *Advt of B.S. & War Damage.*

(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. Offered. Not required.

Was a damage report made by anyone else? If so, by whom? Yes. Messrs Hys & Smart. Und. Survs.

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Yes. C.F. & Stark only.

Donkey " " " " " "

If this was not done, state for what reasons Centre aft & Port boilers already seen.

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 C.F. 11/3/41 Stark 13/3/41 Present condition of funnel(s) efficient

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes (C.F. & Stark) To what pressure were they afterwards adjusted under steam? to 200 lb.

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 (C.F. & Stark) , and of the Donkey Boilers? ✓

Did the Surveyor examine the drain plugs of the Main Boilers? ✓ , and of the Donkey Boilers? ✓

Did the Surveyor examine all the mountings of the Main Boilers? Yes (C.F. & Stark) , and of the Donkey Boilers? ✓

Has the screw shaft now been drawn and examined? ✓ Is it fitted with continuous liner? ✓

Has 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? ✓

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. Afloat

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted ✓

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? ✓

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? ✓

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

Now done:- on account of damage stated caused by "near miss" bomb explosions whilst vessel was lying in River Mersey on Dec 20-21-22, 1940

Revolutions of Stark turbines stated to be under normal, and some vibration noted on the shafting. Stark L.P. turbine & stark gearing thrust and inter shafting opened up and examined. Odd turbine rotor and casing blades found distorted and none fixed in place, sundry inter shaft pedestal holding down bolts hardened up and the seating rider plates E-W to the frames at Stark No 8 & Port No 7 pedestal bearings, in way of slack rivets. Propellers examined by Officer and [see continuation sheet]

General Observations, Opinion, and Recommendation:- The machinery of this vessel, so far as now seen, is eligible in my opinion to remain as classed, with fresh record of B.S. 1.4 (as previously recommended by the Buenos Aires Surveyors) when the survey is completed; subject to the propellers and sea connections being specially examined at next docking and to the last 6 rows of the Stark L.P. rotor ahead blading being renewed at the first convenient opportunity.

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

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Survey Fee (per Section 20) Part B.S. £4 : 0 : 0

Special Damage & Repair Fee (if any) (per Section 20.) £5 : 5 : 0

Travelling expenses (if chargeable) Sundry Port £- : 6 : 0

Received by me

Committee's Minute LIVERPOOL 5-1 APR 1941

Assigned Deferred

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

W 11 0121012



Machinery of T.W. Sc "Rodney Star"

reported to be in order. (Copy of Director's Report attached)

It is recommended the propellers and sea connections be specially examined at next docking.

One length of whistle steam pipe (fractured at neck) now rebraced.

W&T:- During the foregoing examination of the Starb L.P. turbine the last 6 rows of rotor blading in the ahead stages were found somewhat eroded and it is recommended these blades be renewed at the first convenient opportunity. The Owner's Supt states that the necessary blades are in stock and that the Owner propose fitting them at the first convenient time. The blades remain efficient in the meantime.

Steering engine now refitted, tried under steam and found satisfactory.

Sundry other minor repairs & adjustments carried out.

Advancement of B.S.:- The centre forward and the Starb (DE) boilers and mountings opened out and examined internally. A number of minor repairs effected and the safety valves of both boilers adjusted under steam. Oil burning installation generally examined and found satisfactory.

To complete the B.S. the safety valves of the Port boiler remain to be adjusted under steam. It is stated new springs have now been supplied and these will be fitted and the valves adjusted on the vessel's arrival at Buenos Aires; where the remainder of the survey had previously been held.

Amble