

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 25th April 1932 When handed in at Local Office 25th April 1932 Port of GreenockNo. in
Reg. Book.

Survey held at Greenock.

Date, First Survey 22nd DECEMBER 1930 Last Survey 20th APRIL 1932

32662

on the Wood, Iron or Steel Lying So. RODNEY STAR

Master ✓

YEAR. MONTH.

70550

TONNAGE:-

Built at PORT GLASGOW

By whom LITHGOWS LTD

When 1927

1

GROSS 11802.55

Owners BLUE STAR LINE LTD

Port belonging to LONDON

UNDER DE. 8961

Owners' Address ✓

Managers ✓

NET 7415.69

(if not already recorded in Appendix to Register Book.)

Surveyed Afloat or in Dry Dock? BOTH

Name of Dock GOYAN No 3

Destined Voyage London

WB=CellDB=404 feet; u&B ✓ feet; f ✓ feet; f
total capacity 1419 tons. FPT 103 tons; APT 116 tons; MT ✓ feet ✓ tons.N.B.—All alterations in the existing records should be underlined.
If the Vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the inside of the tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, rudders, and of the inner bottom plating, especially in the boiler space.

Last Report, No. 96631 Port Lon

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

CHARACTER.
For Special Survey.
Date of last Survey and of Periodical Survey.Machinery and Boiler Survey.
(including date of S.B., if any).

+100A1 WITH FREEBOARD

+LMC. MS 12,50

B-31

BS 2,31

S.S.LON No 1-31

+11000 R.M.C

11,31

Fitted for Oil Fuel 127 F.P.

T.5(C.L.) 2-31

ABOVE 150°F

Society's Freeboard (if assigned) as painted on Ship and now verified 18 ft. 8 1/2 ins.

Was a damage report made by anyone else? If so, by whom? Mr Paton, Underwriters.

PAIRS, OR EXAMINATION AS PER RULE, FOR ALTERATIONS, DAMAGE & DRY DOCKING:-

now done:- Alterations Vessel converted into flush deck type with no erections
filling in the wells completely. Hatch coamings lifted from the upper deck to the
deck & new hatchways constructed on the original upper deck. New deck plating and
all plating scarfed on to original prop bridge & fore-castle decks with an efficient
lift of bulks. Scantlings & arrangements as per approved plan. Original fore
rooms forward & aft lifted & placed on the new deck. Winches & all other equipment
taken off upper deck & placed on new deck. Decks holed on completion.

Watertight bulkhead at No 103 frame removed from vessel and a new
watertight bulkhead fitted at frames No 98 & 96 from the tank top to the original
and deck & the part of the second deck between frames 96 & 103 made watertight.

ARY OF DAMAGE REPAIRS:-	Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:-
Renewed	✓	✓	✓	✓	✓	✓	✓	about 100 steel rivets
Removed and Faired or Repaired								renewed.
Faired or Repaired in place								

NT CONDITION OF THE	State if Tanks have been examined inside	Dblg. Plates under Sounding Pipes	Copper, or Y.M. of Wood Vessels
of Decks	good	✓	(State if on Felt.)
ys	State if Tanks now tested	Engine Room Skylights	When put on, Month
	see report	good	Year
	good	Coal Bunkers, Open'gs, Lids, &c.	Boats
		good	good
Fastenings	Cement or Asphalt	Scuppers	Masts, Yards &c.
	(State which.)	good	good
Plating	Rudder	Cargo Hatchways	Condition, how ascertained
of ditto	Steering gear and its connections	Hatches	(State if wedges removed)
	Windlass	Planing of Wood Vessels	No.
ks & Crutches	Have Pumps now been examined and found effi-	Caulking	Sails
	cient? Not ex.	ditto	Equipment letter
	Have Sluice Valves now been examined and found	Treenails	+
	efficient? Not ex.	ditto	anchors, No. of
frames	Have Watertight Doors now been examined and found	Breasthooks & Stems	33 15
	efficient? Not ex.	Transoms, Pointers, & Crutches ditto	Cables (State if now ranged)
	Have Ventilators and their Coamings been examined	Timbers of Frame at openings ditto	No
	and found efficient? Yes	Ditto ditto at other places ditto	" length
om Plating		Stringers, Clamps & Shelves ditto	on board
		Sailing	Rule length
		(State if examined.)	size
			Hawser & Warps
			sufficient
			Standing & Running Rigging
			efficient

ral Observations, Opinion as to Class, Recommendation, &c.:-

State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon survey, thus, for example:—"to remain as now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,15," or "to remain as classed and to have record of survey, 1,15, and the notations of ss No. 1-15 and ptnD15, &c."

vessel is eligible, in my opinion, to remain as classed and to have fresh record.
survey 4,32, subject to intended plating being dealt with at Gunners convenience
without restrictions with regard to permanent repairs in way of P03 hatch.
bridge deck.

es (per Section 20)	70	3	8	Fees applied for,
ATION FEE				21 st APRIL 1932
amage or Repair Fee (if any)				Received by me,
Sec. 20)				4/5/1932
Expenses (if chargeable)				£ 70
Second Surveyor's Fee (if any)				26/5/32

Committee's Minute GLASGOW 3. MAY 1932

Character Assigned 100A1
with freeboards
4,32 subject to

Surveyor to Lloyd's Register of Shipping.

FRI. 24 FEB 1933

TUE. 5 SEP 1933

© 2020

Lloyd's Register
Foundation

t of Greenock.

Continuation of Report No. 19404 dated 25th April, 1932 on the

~ T. S. S. RODNEY STAR. ~

Damage stated to have been sustained in the James West Dock on January 1932 through the vessel surging against the quay wall.

no done Vessel placed in dry dock bottom and rudder cleaned
examined and recoated.

about a hundred rivets in lower banding of G stake on
left side in way of engine and boiler space and AB3 hold
them out & renewed.

Caulking in way of these rivets overhauled & mddg good.

Kenneth Inglis

as per rules. Third & fourth decks extended from frame 103 to frame 96.
6 il fuel double bottom tanks Nos 3 & 4 cleaned out for repairs & fitting of
extra stiffening under pillars and afterwards retested. Bulkhead & flat
hose tested as per rule.

The new tween decks created by the filling in of the wells and the tween decks in way of the extensions of the decks at frames 103-96 and also the extra portion of hold caused by the shifting of the bulkhead have all been insulated for the carriage of frozen meat or fruit.

The cross bunker between frames 79 and 81 which was constructed with the intention of carrying oil fuel but the extra stiffening of which was not fitted in the original construction, has now had this additional stiffening fitted as already approved and the bunkers tested to rule requirements for an oil fuel bunker. Sec 20 of the rules have also been fully complied with.

The materials used throughout have been tested according to the rules & the workmanship of the new work is also good. The alterations have been carried out in accordance with the approved plans which are now returned herewith.

now returned herewith.
Wear & Tear In way of the fractured deck plate on the bridge deck at No 4 hatch a doubling .50 thick the full width of the strake, has been fitted extending from the sidehouses aft to the middle of the No 3 hatch forward, double buttstraps being fitted at the butts of the doubling & of the deck plate. See London report No 96631.

When Anchors or Cables are supplied, the particulars are to be reported in the following form:—

ANCHORS.

ANCHORS.

Number of Certificate.	Anchors.*	WEIGHT. EX. STOCK.			WEIGHT OF STOCK.			TEST. PER CERTIFICATE.			WEIGHT REQUIRED BY RULE.			Description of Anchor.	Makers.	Where and when tested Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	Cwts.	qrs.	lbs.	Cwts.	qrs.			
	1st Bower ...															
	2nd "															
	3rd "															
	Collective Weight.															
	Stream															
	Kedge.....															

If Patent state name of Patentee.

Clearly stated whether it is a 1st, 2nd, or 3rd bower.

* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

CHAIN CABLES.

[illegible]

The coal hatch on the original bridge deck has been taken away and the opening in the deck efficiently filled up.

and the opening in the deck efficiently filled up.
Note The following alterations will now be necessary in the register book on account of the alterations:- The lengths of the bridge & fore-castle should be deleted. The notations of the decks should now be 4 dks (Stl) 5th Dk in Nos 1.2.3.5+6 Holds Revised dimensions should be 48.5. Freeboard 18' 8 1/2.

should now be 4 dks (sl) 5-UK by los 1.2.2.2.
are 476 x 67.3 x 45.2. Moulded depth 48.5, freeboard 18' 8 1/2.
1100 55 from 4 7415.69 next.

The unused tonnages are 11802.55 tons + 7415.69 net.

following.