

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 25th April 1932 When handed in at Local Office 25th April 1932 Port of Greenock

No. in Survey held at Greenock Date, First Survey 22nd DECEMBER 1930 Last Survey 20th APRIL 1932

Reg. Book. 32662 on the Wood, Iron or Steel RODNEY STAR Master

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 DEK. 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=CellDBorDBc 404 feet; u&B feet; f feet; 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, girders, 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 Surveys.	Year Assigned (including date of S.B., if any).	Machinery and Boiler (including date of S.B., if any).
+100A1. WITH FREEBOARD		+LMC. MS 12, 30
B-31		BS 2, 31
S. SLON No 1-31		+Lloyds R.M.C 11, 31
FITTED FOR OIL FUEL 1.27 F.P.		
ABOVE 150°F		T.5(C.L) 2.31

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

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

Work done:- Alterations Vessel converted into flush deck type with no erections by filling in the wells completely. Hatch coamings lifted from the upper deck to the lower deck & new hatchways constructed on the original upper deck. New deck plating and all plating scarfed on to original poop, bridge & fore-castle decks with an efficient joint of bolts. Scantlings & arrangements as per approved plan. Original fore-cabin 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 lower deck & the part of the second deck between frames 96 & 103 made watertight.

STATE OF DAMAGE REPAIRS:-	Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:-
Renewed	<input checked="" type="checkbox"/>	about 100 steel rivets renewed.						
Removed and Faired or Repaired	<input checked="" type="checkbox"/>							
Faired or Repaired in place	<input checked="" type="checkbox"/>							

GENERAL CONDITION OF THE	State if Tanks have been examined inside	Dblig. Plates under Sounding Pipes	Copper, or Y.M. of Wood Vessels
Upper Decks <u>good</u>	State if Tanks now tested <u>see report</u>	Engine Room Skylights <u>good</u>	(State if on Felt.) When put on, Month Year <input checked="" type="checkbox"/>
Lower Decks <u>good</u>	Bulkheads <u>good</u>	Coal Bunkers, Open'gs, Lids, &c. <u>good</u>	Beats <u>good</u>
Fastenings <u>good</u>	Cement or Asphalt (State which.) <u>good</u>	Scuppers <u>good</u>	Masts, Yards, &c. <u>good</u>
Plating of ditto <u>good</u>	Rudder <u>good</u>	Cargo Hatchways <u>good</u>	Condition, how ascertained <u>from deck</u>
Staircases & Crutches <u>good</u>	Steering gear and its connections <u>good</u>	Hatches <u>good</u>	(State if wedges removed) <u>No.</u>
Frames <u>good</u>	Windlass <u>good</u>	Planking of Wood Vessels <u>good</u>	Sails <u>good</u>
Bottom Plating <u>good</u>	Have Pumps now been examined and found efficient? <u>Yes</u>	Caulking ditto <u>good</u>	Equipment letter <u>ft</u>
	Have Sluice Valves now been examined and found efficient? <u>Yes</u>	Treenails ditto <u>good</u>	Anchor, No. of <u>3B 15.</u>
	Have Watertight Doors now been examined and found efficient? <u>Yes</u>	Breasthooks & Stimson ditto <u>good</u>	Cables (State if now ranged) <u>No</u>
	Have Ventilators and their Coamings been examined and found efficient? <u>Yes</u>	Transoms, Pointers, & Crutches ditto <u>good</u>	" length <u>stated complete</u>
		Timbers of Frame at openings ditto <u>good</u>	" Rule length <u>stated complete</u>
		Ditto ditto at other places ditto <u>good</u>	Hawser & Warps <u>sufficient</u>
		Stringers, Clamps & Shelves ditto <u>good</u>	Standing & Running Rigging <u>efficient</u>
		Satting ditto <u>good</u>	

General 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 pND15, &c."

Vessel is eligible, in my opinion, to remain as classed and to have fresh record of survey 4, 32, subject to intended plating being dealt with at Owners convenience without restrictions with regard to permanent repairs in way of No 3 hatch.

Bridge deck.

Committee's Minute GLASGOW 3. MAY 1932

Character Assigned 100A1 with freeboard subject to 4.32

Fees applied for, 26th APRIL 1932
Received by me, Kenneth Inglis
14/5/1932
26/5/32

Surveyor to Lloyd's Register of Shipping.
FRI. 24 FEB 1933
TUE. 5 SEP 1933

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Lloyd's Register Foundation

- T. S. S. RODNEY STAR -

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

now done Vessel placed in dry dock bottom and rudder cleaned examined and recoated.

About a hundred rivets in lower landing of G, strake on starboard side in way of engine and boiler space and No 3 hold being out & renewed.

Caulking in way of these rivets overhauled & made good.

Kenneth Inglis

as per rules. Third & fourth decks extended from frames 103 to frame 96. 6 oil 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 bilkhead 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.

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 29663.

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

ANCHORS.

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

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

CHAIN CABLES.

Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.		Length and size per Rule.		Description.	Makers of Cables.	When and where tested Superintendent.
	Length. Fathoms.	Diam. Ins.	Strain-torty. Tons.	Breaking. Tons.	Supplied. Uwts. qrs. lbs.	Per Rule. Uwts. qrs. lbs.	Length. Fathoms.	Diam. Ins.			

Iron Stream Chain or Steel Wire...

The coal hatch on the original bridge deck has been taken 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 are 476 x 67.3 x 45.2. Moulded depth 48.5, freeboard 18.8 1/2.

The revised tonnages are 11802.55 Gross & 7415.69 net.

following.

R.B.—If this Report is copied by Copying Press, special 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.