

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

(Received at London Office 2 MAY 1932)

Date of writing Report 23-4-1932. When handed in at Local Office 29-4-1932. Port of Greenock.

No. in Reg. Book. 32662. Survey held at Greenock. Date, First Survey 28th DECEMBER 1929. Last Survey 23rd April 1932. (No. of Visits 6)

on the Machinery of the ~~Wood, Iron or Steel~~ TSS "RODNEY STAR"
Gross Tonnage 10583. Net Tonnage 6524. Vessel built at Port Glasgow By whom Lithgows & Co. When 1924-1.
Engines made at Newcastle. By whom Parsons W.S. & Co. Ltd. When "
Boilers, when made (Main) 1924. (Donkey) ✓
Owners Blue Star Line Ltd. Managers " Owners' Address Port London Voyage Buenos Ayres.
Surveyed Afloat or in Dry Dock Govan Dry Dock. (State name of Dock.)

Last Report No. Port

Particulars of Examination and Repairs (if any) Condition

Periodical Surveys, when held, must be reported in detail and seriatim 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? ✓

Was 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? No

Do. " Donkey " ✓

If this was not done, state for what reasons? Boilers not due for survey.

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? ✓

Did the Surveyor examine the Safety Valves of the Main Boiler? ✓ To what pressure were they afterwards adjusted under steam?

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? ✓, and of the Donkey Boilers?

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

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

Has 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 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? ✓

State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft P 5/32" S 3/16"

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

Now done:- Propellers, end of stern tubes & tail shafts & fastenings of sea connections examined & found good. Turbine casings & rotors of both main engines, lifted, blading examined & put in order.

Wear & tear repairs:- Port main condenser, inlet water box renewed. Several defective blades in Turbine casings & rotors renewed, fastenings overhauled & made good.

Electrical alterations & additions. The additional motors & wiring have been fitted in accordance with the Rules, and tried under power with satisfactory results. 3 Diagrammatic sketches of wiring attached herewith.

General Observations, Opinion, and Recommendation:- The machinery of this vessel.

(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, R.S. 9,11, B.&M.S. 9,11, or L.M.C. 9,11, 130 lb., F.D., &c.)

is now, so far as seen, in good order & condition, & eligible in my opinion, to remain as classed, without fresh record of survey.

Committee's Minute As now.

Signature

CHARACTER. (For Special Survey, Date of last Survey and of Periodical Surveys.)	Years assigned now or expired.	Machinery and Boiler Surveys (including date of N.B., if any)
100 A.1.		LMC
WITH FREEBOARD.		MS 12-30
8-31.		BS 2-31
SS LON N° 1-31.		TS 2-31 CL.
		LLOYDS
		RMC 11-31.
FITTED FOR OIL FUEL 1/37		
S.P. ABOVE 160° F.		

Survey Fee (per Section 28).....	£	:	19
Special Damage or Repair Fee (if any).....	£	:	
Printing expenses (if chargeable).....	£	:	

Committee's Minute GLASGOW 3-MAY 1932

Signature As now.

Received by me, J. Davy, Engineer Surveyor to Lloyd's Register of Shipping. FRI. 21 FEB 1933 TUE. 5 SEP 1933



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

Noted

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.

Hum
6/5/32

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



© 2020

Lloyd's Register
Foundation