

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

(Received at London Office 4 FEB 1927)

Date of writing Report 19 3rd Feb 1927 When handed in at Local Office Port of Newcastle-on-Tyne

No. in Reg. Book. Survey held at Newcastle Date, First Survey 29 Feb 1926 Last Survey 13 Feb 1927 (No. of Visits 6)

90904 on the Machinery of the Wood, Iron or Steel Turbine RALEIGHSTAR "NAPIERSTAR"

Tonnage Gross 10600 Net 6500 Vessel built at Port Glasgow By whom Lithgow & Co. When 1924

Nominal Horse Power Engines made at Newcastle By whom The Parsons Marine Steam Turbine Co. Ltd. When 1927

No. of Main Boilers Boilers, when made (Main) 1927 Owners' Address (if not already recorded in Appendix to Register Book) Port London Voyage

No. of Donkey Boilers Managers Owners Blue Star Line (1920) Ltd. If surveyed Afloat or in Dry Dock at keel Parsons. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Steam Pressure in Main Boilers in Donkey Boilers

Last Report No. Port

Particulars of Examination and Repairs (if any) Repairs

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

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?

Do. " Donkey " " "

If this was not done, state for what reasons?

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 Boiler?

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? 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

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

Is the shaft now fitted new? Has it a continuous liner?

State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft?

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

The port & P turbine which was removed from the steamer "Podneystar" (Parsons 232) and replaced by one from the sister vessel "Raleighstar" (Parsons 233) has been returned to keel Parsons the builders for repair.

How done:- The turbine opened up, the astern dummy piston found damaged & the cylinder taking same in top & bottom halves of casing also damaged. It was found necessary to renew the top half of the casing in which the dummy cylinder was part of the casting, but the lower half was repaired by fitting a new dummy lower half cylinder & bolting the casing. A new dummy piston was fitted to the astern end of the rotor & having an increased section in order to resist the centrifugal force which ruptured the previous dummy piston. The new top half casing machined, bladed & tested & the complete unit afterwards tested under steam at 2650 R.P.M. The first row of impulse astern blading in the rotor was also renewed. The above turbine is being forwarded to Port Glasgow where it will be fitted on board.

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., F.D., &c.)

The above is reported for the information of the Committee & the Report should afterwards be forwarded to the Greenock Surveyors

To the Parsons Marine Steam Turbine Co. for repairs to the Port & P turbine on "Podneystar"

Survey Fee (per Section 28) £ 5 5 =

Special Damage or Repair Fee (if any) (per Section 28.) £

Travelling Expenses (if chargeable) £

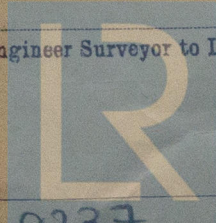
Fees applied for 8 FEB 1927

Received by me, 30.3.1927

Committee's Minute GLASGOW 22 MAR 1927

Assigned See Lpk J.E. Rpt 186/8

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

W349-0237

Submitted this Report be
forwarded to the Greenock
Surveyors for their
information.

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7/2/27.

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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.

