

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 28th April 1941 When handed in at Local Office 19 Port of WELLINGTON

No. in Reg. Book 79291 Survey held at WELLINGTON Date, First Survey 20th Nov. Last Survey 19th Apl. 1941
(No. of Visits 34)

79291 on the Wood, Iron or Steel & STEAMER "MAUNGANUI"

TONNAGE:— Built at GLASGOW By whom FAIRFIELD CO. LD. When 1911 12-mo.

GROSS 7527 Owners UNION STEAM SHIP CO. OF NZ. LD. Owners' Address -
(if not already recorded in Appendix to Register Book).

UNDER DK. 7022 Managers - Port belonging to WELLINGTON, N.Z.

NET 4542 Surveyed Afloat or in Dry Dock? BOTH Name of Dock WELLINGTON FLOAT-ING DOCK Destined Voyage HOSPITAL SHIP

WB=CellDBorDBa feet; uE&B feet; total capacity tons. FPT tons; APT tons; MT feet tons.

N.B.—All alterations in the existing records should be underlined.

Last Report, No. 2929 Port Wln

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.	Years since last survey.	Machinery and Boiler Surveys (including date of N.B., in any).
+100A1		BS7,40
7,40		+LMC10,35
		77.40 ca
		FITTED FOR OIL FUEL 1/20
		1.1. ABOVE 150° F.

Society's Freeboard (if assigned) as painted on Ship and now verified } 9 ft. 4 ins.

Medical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules and items remaining to complete the Surveys should be summarised. 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 summarised in the form shown below. Whenever the replacement of Anchors or Chains is reported the particulars should be clearly stated in the space provided on the back of this form. State also the dates and initials of any letters respecting this case. My Cable of 24/1/41 and your reply of 28/4/41.

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 to whom and why they were declined

Was a damage report made by anyone else? If so, by whom?

REPAIRS, OR EXAMINATION AS PER RULE, FOR 3rd Special Survey No. 1. and for Fitting out vessel as a Hospital Ship.

Vessel placed in dry dock, bottom and side plating, rudder, stern frame, keel & stem examined, all in good condition, afterwards recoated. Decks, tween decks, fore & after peaks, engine & boiler spaces and all parts cleared for survey, all permanent ballast removed from vessel, ceilings lifted as required by Rules, all oxidation removed from all parts and all steelwork throughout all parts of the vessel carefully examined, all in good condition, afterwards well coated. Lining on ship's side removed, plating and frames specially in way of side lights examined and put in good condition. Double bottom tanks, fore & after peak tanks, deep tanks and oil fuel bunkers examined internally and tested as required by Rules. Decks, hatchways, hatches, fore & afters, ceiling, battens, air & sounding pipes, (P.T.O.)

DESCRIPTION OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed								
Removed and Faired or Repaired								
Faired or Repaired in place								

CONDITION OF THE		State if Tanks have been examined inside		Air and Sounding Pipes		Copper, or Y.M. of Wood Vessels	
Good	Yes	Good	Good	Good	Good	Good	Good
of Decks	Yes	Bulkheads	Good	Dbing. Plates under Sounding Pipes	Good	Boats	Good
Fastenings	Good	Ceiling	Good	Engine Room Skylights	Good	Masts, Yards, &c.	Good
Plating	Good	Cement or Asphalt	Cement Good	Coal Bunkers, Open'gs, Lids, &c.	Good	Condition, how ascertained	Hammer tested
in way of sidelights	Good	(State which.)	Good	Oil Bunkers	Good	(State if wedges removed)	Yes
Plating	Good	Rudder	Good	Scuppers	Good	Sails	-
Plating	Good	Steering gear and its connections	Good	Cargo Hatchways	Good	Equipment letter	b+
Plating	Good	Windlass	Good	Hatches	Good	Anchors, No. of	3 Bower Stockless
Plating	Good	Have pumps now been examined and found efficient?	Yes	Planking of Wood Vessels	Good	Chain Locker	Good
Plating	Good	Have Sluice Valves now been examined and found efficient?	-	Caulking	Good	Cables (State if now ranged)	Yes
Plating	Good	Have Watertight Doors now been examined and found efficient?	Yes	Treenails	Good	length 300 Fms mean diam.	2.3/16"
Plating	Good	Have Ventilators and their Coamings been examined and found efficient?	Yes	Breasthooks & Stemson	Good	Rule length 300 Fms size	2.6/16"
Plating	Good			Transoms Pointers, & Crutches	Good	Hawser & Warps	Good
Plating	Good			Timbers of Frame at openings	Good	Standing and Running Rigging	Good
Plating	Good			Ditto Ditto at other places	Good		
Plating	Good			Stringers, Clamps & Shefts	Good		
Plating	Good			Salting	Good		
Plating	Good			(State if examined.)	Good		

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, 1,24," or "to remain as classed and to have record of survey, 1,24, and the notations of ss No. 1-24.

VESSEL IS IN GOOD CONDITION AND ELIGIBLE, IN MY OPINION, TO BE CONTINUED AS CLASSED

CLASSIFIED WITH FRESH RECORD OF SURVEY 3,41 AND NOTATION 3RD S. S. No. 1 - 3,41.

Survey Fee (per Section 29)	£ 40 : 15	Fees applied for, 19/4/1941
Special Damage or Repair Fee (if any) (per Sec. 29)	£	Received by me, 19
Travelling Expenses (if chargeable) & Cables	£ 3 : 12	
Second Surveyor's Fee (if any)	£	

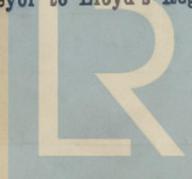
Committee's Minute

Character Assigned

TUE. 9 SEP 1941

100A1 subject Fitted for oil fuel etc. S.S. No. 1-41 + d.m.c. 7.40 B.S. 41

Surveyor to Lloyd's Register of Shipping



Lloyd's Register Foundation

002151-002156-00211/3

17 JUL 1941

5

Is Certificate required? If so, to be sent to

plates under sounding pipes, windlass, steering engine also handgear, pumps, watertight doors, scuppers, all storm valves, skylights, boats, masts (wedges removed), spars, rigging, anchors and chain cables (cables ranged), hawsers and warps and general equipment, examined, all parts put in good condition.

Freeboard verified and renewal survey carried out.

During this survey, the vessel was prepared and fitted out as a hospital ship, vessel practically gutted out, all passenger accommodation, tween decks and holds cleared of all linings and ceilings; all parts were generally found in good condition.

A deep tank was built at bottom of No. 2 hold, capable of carrying ⁴⁰⁰ tons fresh water (see drawing), shingle ballast being distributed 100 tons in No. 1., 300 tons

in No. 2. and 50 tons in No. 4. holds. The starboard No. 3. hatch trunk has been used to accommodate an electric cot lift with access at all decks from B. to E.;

a stores lift has been fitted port side in a former coal trunk with doors at B. & E. decks. A gun port door on port side C. deck admidship has been increased to full

gangway door height to provide extra embarkation facilities (see drawing). The small well between the tunnels at the forward end of No. 5. hold plated over, this space being made common with the tunnels and for stowage of spare tailshaft.

All materials used for this work were to Rule requirements including some second hand material ex S. S. "Port Bowen" which included scantlings and swash plates for the new deep tanks in No. 2. hold.

A standard paravane clump fitted to hull under the forefoot, to naval requirements, and substantially attached to vessel by plates, shaped, rivetted, plug & fillet welded.

Repairs.

12 Defective rivet points in keel plate under No. 1 D.B. tank built up E.W. Star.

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

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 and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons	Cwts.	qrs.	lbs.	Cwts.	qrs.			
	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 and Superintendent.
	Length.	Diam.	Statutory.	Breaking.	Supplied.	Per Rule.	Length.	Diam.			

side in way of Engine Room H. strake, also at No. 5 hold, overboard valves for Galley and 2nd Class pantry steam presses, local wastage of plate; valves removed, defective plate cropped 8" diam. in each case, new plate welded in and valves refastened to ship's side. Port side, after end Engine Room, 20 defective frame rivets cut out and renewed. Star. side, H. & J. strake landings also frame rivets at the back of

Engine Room lubricating oil tanks defective heads 86 cut out and renewed.

Hull Internally. No. 1. hold P. & S. sides at turn of bilge in way of cement chocks reverse frames defective 10 port 8 star. cropped for 3 ft., new pieces fitted

3 1/2" x 3 1/2" x 3/8" ends butt welded. Aft end W.T. bulkhead at bottom cropped 23'6" x 2'6" also port side bilge plate 5'0" x 4'6" renewed with 3/8" plate.

No. 2. Hold. Reverse frames at turn of bilge defective; 18 port and 18 star. cut out for 3'6" and renewed 3 1/2" x 3 1/2" x 3/8" ends butt welded. After end W.T. bulkhead

P. & S. sides wing floor rising plates cropped and renewed each 7'6" x 4'6" x 3/8".

W.T. door on this bulkhead removed and plated over 6'6" x 4'6" x 1/2". Bulkhead stiffener extended down to tank top.

No. 3. Hold. Port side 2 defective reverse frames at turn of bilge cut out and renewed 2'6" of 3 1/2" x 3 1/2" x 3/8".

No. 5. Hold. Tunnel top plating removed, plating and scantlings used when incorporating this part of No. 5. hold as part of the after tunnel recess; plates:—

- (1) 17'0" x 6'0" x 3/8" (2) 12'0" x 4'0" x 3/8" (1) 15'0" x 6'0" x 3/8" (1) 12'0" x 4'0" x 3/8" (1) 4'0" x 3'0" x 3/8"

Deck half beams where formerly attached in tunnel to casing sides were continued across frame port to star. sides in 6" x 3 1/2" x 1/2" angle bar welded at junctions, and fore & aft 6" x 4" x 1/2" T angle bars were fitted at under side of tunnel top plating beams immediately above the line of cropped casing coaming plates, these bars with decking being supported each side with (4) 6" x 3 1/2" x 1/2" channel bar pillars attached to T angle bars at top and casing coaming at bottom.

Existing centre line T angle bar at tunnel top plating was continued forward to W.T. bulkhead in 6" x 4" x 1/2" bar and a tunnel top plating forward end boundary bar of 4" x 3 1/2" x 1/2" angle was fitted across bulkhead for plating attachment. P. & S. sides of No. 5 hold in way of forward end of tunnel top plating was fitted with 12" x

12" x 16" bilge hat boxes with 2 1/2" diameter drain pipes to tunnel well, pipes being fitted with approved non return valves. Tunnel top plating in way of forward end supported, both port & star. sides, by (3) 6" x 3 1/2" x 1/2" channel bar pillars suitably bracketed to tunnel top plating deck beams in line with the pillars underneath in way of shaft tunnel. Eleven bossing plate frames P. & S. sides at after end of tunnel had various lengths of their respective reverse frames cropped and renewed as required in 4" x 4" x 3/8" angle.

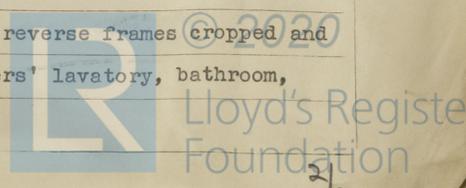
Engine Room. Port side in way of ship's store freezer brine tank one frame cropped and renewed 6'0" x 6 1/2" x 3 1/2" x 7/16" angle with reverse frame also renewed, between freezer flat and engine room side stringer (3) frame reverse angles cropped and renewed 3'0" x 6" x 3 1/2" x 3/8" angle. Star. side in way of lubricating oil tanks three frames cropped and renewed (2) 6'0" x 6 1/2" x 3 1/2" x 7/16" (1) 5'0" x 6 1/2" x 3 1/2" x 7/16" angle with reverse frames also renewed.

Port Engine Room F.W. Domestic Tank. Tank top plating in way of steward's dry store removed and renewed as originally. Plates (1) 10'0" x 4'6" x 1/2" (1) 10'0" x 4'0" x 7/16" (1) 9'0" x 4'0" x 7/16". Tank internally, swash bulkhead angle attachment rivets to floors where defective, removed and renewed also inside plate casing bulkhead stiffener bottom bracket rivets removed and renewed as necessary.

D. Deck. Port side in way of Ward L, also bathroom and lavatory 11 ships side frame reverse frames cropped and renewed 5'6" x 3 1/2" x 3 1/2" x 3/8" angle. Star. side in way of sergeants bathroom and lavatory 3 ship's side frame reverse frames cropped and renewed 4'6" x 3 1/2" x 3 1/2" x 3/8" angle, also in way of Engineers' lavatory, bathroom,

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

N.B.—If this Report is copied by Copying Press, special care must be taken that the copying paper is not so much dampened as to spread the ink, or to cause it to show through to the other side.



cook's pantry and butcher's shop, 5 frame reverse frames cropped and renewed
5'0" x 3 1/2" x 3 1/2" x 3/8" angle. Butcher's and Second Cook's room ship's side plating
under porthole where wasted sheathed 3'0" x 2'0" x 3/8" plate.

Steering Engine House Aft. Deck plating between hand steering wheel column and
warping winch removed and renewed as originally 18'0" x 7'6" x 3/8" plate. Deck plating
above firemans messroom fire door where locally wasted, cropped and renewed 3'6" x 3'0"
x 3/8" and after range steam and exhaust pipe deck flanges refitted and rejointed.

General. Superstructures, deck houses, casings, ladders, rails, ventilators, tank,
air, filling and sounding pipes, were all overhauled and repaired and renewed as required.

All work in connection with this survey was completed to my satisfaction. Examination
and tests made as work progressed, all tests being satisfactory.

George D. Liggett
SURVEYOR TO LLOYD'S REGISTER.
WELLINGTON, N.Z.

(Drawings forwarded under separate cover - same mail.)