

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

(Received at London Office 30 JUL 1941)

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

No. in Survey held at WELLINGTON Date, First Survey 20th Nov. Last Survey 19th Apl. 1941

2291 on the Machinery of the Wood, Iron or Steel STEAMER "MAUNGANUI" (No. of Visits 17)

Age Gross 7527 Net 4542 Vessel built at GLASGOW By whom FAIRFIELD CO. LD. When 1911 12-mo

Engines made at GLASGOW By whom FAIRFIELD CO. LD. When 1911

Boilers, when made (Main) 1911 (Donkey) -

Owners UNION STEAM SHIP CO. OF NZ. L. Owners' Address -

Managers - Port WELLINGTON, NZ Voyage HOSPITAL SHIP

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. Machinery and Boiler Surveys (including date of N.B., if any)

+100A1 7,40 BS7,40 +LMC10,35 757.40 c.

20 Wln. 27th. 3-5.37 FITTED FOR OIL FUEL 11.20 I.P. ABOVE 100°R

My Cable of 24/1/41 and your reply 28/1/41

Particulars of Examination and Repairs (if any)

Medical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly 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 details being detailed in the body of the report, should be briefly summarised at the end of the report.

My Cable of 24/1/41 and your reply 28/1/41

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 why they were declined

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

the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? YES

Donkey " " " "

was not done, state for what reasons?

what parts of the Boilers could not be thus thoroughly examined?

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?

latest date of internal examination of each boiler P. & S. Ford. 3/2/41, P. Aft 24/2/41 Present condition of funnel(s) GOOD

Surveyor examine the Safety Valves of the Main Boiler? YES To what pressure were they afterwards adjusted under steam? 220 LBS

Surveyor examine the Safety Valves of Donkey Boiler? - To what pressure were they afterwards adjusted under steam? -

Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? YES, and of the Donkey Boilers? -

Surveyor examine the drain plugs of the Main Boilers? YES, and of the Donkey Boilers? -

Surveyor examine all the mountings of the Main Boilers? YES, and of the Donkey Boilers? -

crew shaft now been drawn and examined? NO Is it fitted with continuous liner? YES Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? NO

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 of examination of Screw Shaft State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft P. 3/16" S. 1/8"

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted BOTH

did the Surveyor examine the generators, motors, switchgear, cables and fuses? YES

Insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? YES

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

bellers, stern bushes (external examination), sea connections and their fastenings examined.

inders, pistons, slide valves, rods & gear, crank, thrusts and intermediate shafts of the Star.

ine examined. Port Main Engine complete, examination carried out July 1940; however, parts were

ned up and examined including shafting, crank, thrust & intermediate. Crank & thrust shafts lined

Pumps, condensers, pumping arrangements examined. All main and auxiliary steam pipes were

ipped and tested by water to double the working pressure in April 1937 (6 years allowed as agreed.).

erator engines were opened up and all parts examined and found in good condition. Generators

motors were examined, cleaned, tested and revarnished.

fittings main and sub-distribution switch boards, also boxes, were examined. Electric cables

e examined, some lighting and power circuits were renewed as required, also necessary adjustments (P.T.O.)

eral 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, E.S. 9,11, E.S.M.S. 9,11, L.M.C. 9,11, or L.M.C. 140 lb., F.D., &c.)

E MACHINERY OF THIS VESSEL IS IN GOOD CONDITION AND ELIGIBLE, IN MY OPINION, FOR THE

CORD +LMC3,41

Fee (per Section 29) £ 35 : 1 : - Fees applied for 19/4/1941

Damage or Repair Fee (if any) £ Received by me, 19

ng expenses (if chargeable) & Cables £ 2 : 10 : -

mittee's Minute TUE. 9 SEP 1941

igned Edm. 7.40 B. 4.41

George J. Liggett Engineer Surveyor to Lloyd's Register of Shipping.



and new circuits were run for hospital ship requirements, cables, fittings and work to Rule requirements. Afterwards generators, motor, cables and all gear were megger tested and found satisfactory. New electric lifts fitted main and service at No. 3 Hold were all tested and found satisfactory. These were installed and equipped in accordance with the New Zealand Government's requirements under the Inspection of Machinery Act. Generators were run under working conditions separately and coupled, with full loads on, tests and trials being satisfactory.

REPAIRS.

Port Main Engine. Nos 3, 4, 5 & 6 main bearings also thrust shaft bearings were remetalled, all shafting lined up. Condenser fore & after doors renewed.

Star. Main Engine. 2nd I.P. & L.P. bottom end shells remetalled and fitted. 2nd M.P. 3 junk ring studs renewed and all piston rings.

Centre Weir's Feed Pump. Spare valve chest fitted.

Star. Weir's Feed Pump. Valve chest bored out, new shuttle valve and caps fitted.

Evaporator. Opened up and examined, afterwards safety valve tested and set to 15 lbs sq. An additional fresh water pump (Blakes Duplex Pump) was fitted Port side Engine Room, by existing fresh water pump and coupled up to same steam and fresh water lines.

Emergency Generator Set. This set, Ruston Hornsby Diesel 25-30 H.P. coupled to B.T.H. Generator. 11.8 K.W. capacity. Volts 110. installed in deck house on A or boat deck, wired and connected to independent switch board, to service emergency requirements, i.e. navigation lights, wireless, degaussing and operating theatre circuits and secondary lighting circuits.

Main Boilers (4) were opened up and examined with all mountings, afterwards safety valves tested and set to their correct working pressure.

Main Engines and all machinery were tried under working conditions, tests and trials being satisfactory.

W. D. Liyett
SURVEYOR TO LLOYD'S REGISTER
WELLINGTON, N.Z.

*At held
Engine running completed
Some repairs
An additional dynamo &
all systems set fitted.
7/8/41*