

S.S. "LIGONIER".

Extract from Report made by the London Surveyors of survey held on the above vessel on the 16th July, 1936.

Shell

A large number of bottom rivets corroded below the flush, and in many cases to the full depth of the countersink. Several of these rivets had been knocked through the bottom during the process of chipping, and the undersigned personally knocked through four of the rivets with an ordinary testing hammer.

Numerous rivets in the flat of bottom and in way of the fore peak leaking.

The keel found to have been doubled in several places with plates electrically welded round the edges, but with no other attachment, and a number of these plates were found leaking.

The bottom requires to be scaled where necessary, further examined and repaired as previously recommended.

It might be pointed out that many of the bottom plates will require to be completely re-riveted, and when they are dropped it is doubtful, on account of the worn condition of the edges, whether they will be fit to be replaced.

No.3 garboard plate from aft port and starboard and one plate amidships in the fifth strake below sheer found considerably reduced in thickness and badly worn at the edges. These plates will require to be renewed.

The forecastle side plating found badly corroded on the inside port and starboard, and on the port side the plating was found holed in several places.

The poop and bridge side plating also found badly corroded in way of the sidelights. In some cases,

repairs had previously been effected by bolting doubling plates to the existing plating, which is thin and holed in places. In one case, a strip of shell plating had been cut out and a new piece inserted and joined by welding.

The forecastle side plating on the port side will require to be renewed, and the lining of the remainder removed for further examination.

Poop Deck. Wood deck planking found rotted through in several places and leaking.

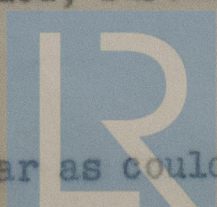
The plating in way of the deck house wasted through and the wood deck over the same rotted. The tie plates corroded through in places. The poop deck will require to be practically renewed.

Upper Deck. The plating found in efficient condition. The small hatch (6" angle coaming) to the fore peak under the open forecastle found to have no battening down arrangements. Battening arrangements or a steel hinged cover should be fitted.

Fore Peak. The fore peak bulkhead found leaking badly. This bulkhead could not be properly ~~engaged~~ as water had leaked from the fore peak to the adjacent hold, and the water in the latter space was several inches deep. Mr. Sowden states, however, that he examined the fore peak before it was filled with water, and he found a considerable number of rivets through frames and floors, stringer lugs, beam knees etc. badly wasted and slack. Two bolted doubling plates are fitted to the fore peak bulkhead.

The fore peak to be scaled, further examined and repaired where necessary.

Engine and Boiler Space. As far as could be seen, the plating and framing are in satisfactory condition.



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Gangway between Poop & Bridge. The planking found loose in several places, and numerous fastenings missing. To be repaired as necessary.

Electrical Installation. Mr. Jaffrey, Electrical Engineer Surveyor on the Chief Engineer Surveyor's Staff, states that the installation is defective and in dangerous condition.

Chain Cables. The chain cables were not ranged, but it was observed on the port side that there were several links of the cable between the windlass and the hawse pipe with only a mean diameter of $1-7/16$ ". This ship requires $2-1/16$ " dia. cable, and same should be renewed when worn to $1-27/32$ ". The cables should be ranged and examined.

It will be seen from the above that the vessel is in a very unsatisfactory condition, and it is therefore submitted that before she be allowed to load a cargo she be opened up examined throughout, and necessary repairs effected in addition to those already mentioned. As it will be necessary for all the tanks to be examined and tested, the survey now required is tantamount to a Special Survey.



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