

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

(Received at London Office 17 JUL 1936)

17 JUL 1936

Date of writing Report 17 JUL 1936 When handed in at Local Office 17 JUL 1936 Port of London

No. in Reg. Book. 8952 Survey held at London Date, First Survey 15 July Last Survey 15 July 1936 (No. of Visits Two)

on the Machinery of the Wood, Iron or Steel S.S. Ligonier

Gross 3737 Vessel built at Sunderland N.J. By whom New York S.B. 80 When 1903-5  
Net 2397 Engines made at Sunderland N.J. By whom New York S.B. 80 When 1903

Nominal Horse Power 455 Boilers, when made (Main) 1903 (Donkey) ✓

No. of Main Boilers 2 Owners Unchangel London Transport Co Ltd Owners' Address (If not already recorded in Appendix to Register Book.)  
Managers Hans Hammerig Port London Voyage ✓

No. of Donkey Boilers 1 Team Pressure in Main Boilers 200 lbs If Surveyed in Dry Dock Blackwall Dry Dock Particulars of Classification (which must be inserted precisely as in Register Book &amp; Supplements).

in Donkey Boilers ✓

Last Report No. 36810 Port N.Yk.

Particulars of Examination and Repairs (if any) Electrical Equipment

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?

" " 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?

State latest date of internal examination of each boiler Present condition of funnel(s)

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? 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?

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 date 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 Is electric light and/or power fitted? yes.

Engine parts, when referred to by numbers, should be counted from forward. The Electrical Installation

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

was examined and it was found that the wiring and fittings in the pump room are dangerous and unsuitable for a ship carrying petroleum in bulk. The remainder of the ship's electrical equipment was found to be unsatisfactory and earthed in many places. In order to merit retention of class it would be necessary to make all the conduit in the pump room gas tight, remove the "plug-in sockets", provide gas tight fittings for the lamps, and obtain a minimum of 100,000 ohms insulation resistance test on the wiring and fittings. The remainder of the ship's wiring and apparatus should have a minimum insulation resistance of 100,000 ohms. The main dynamos and switchboard and distribution boards would require overhaul. The switches on many circuits would require renewal, particularly the switches in the navigation light circuits. The conduit in many places would require renewal.

Docking Propeller and outside fastenings examined: Repairs required:— Fastenings of rope guard and sea connection gratings to be overhauled and put in satisfactory order.

General Observations, Opinion, and Recommendation:— This Report is forwarded for the

(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, L.M.C. 9,11, or L.M.C. 140 lb., F.D., &c.)

information of the Committee.

Survey Fee (per Section 29) £ : : Fees applied for 19

Special Damage or Repair Fee (if any) (per Section 29.) £ : : Received by me, 19

Travelling expenses (if chargeable) £ : : ✓

Committee's Minute FRI. 24 JUL 1936

Assigned

TUE 26 JAN 1937

J. A. Jaffrey & J. Milton  
Engineer Surveyor to Lloyd's Register of Shipping.

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W487-0106  
Foundation