

(Received at London Office -5 APR 1933

No. 50100

REPORT of SURVEY for REPAIRS, &c.

Writing Report 3.4.1933 When handed in at Local Office 10.33 Port of CARDIFF

Survey held at Cardiff Date, First Survey 19 July 32 Last Survey 31.3.1933
on the Wood, Iron or Steel Ss "CHISWICK MANOR"

TONNAGE:- Built at Glasgow. By whom Lloyd Royal Belge (Ct Britain) When 1919 4
SS 1480 Owners Henley S.S. Co. Ltd. Owners' Address ✓
ER DK. 1313 Managers ✓ (if not already recorded in Appendix to Register Book).
787 Port belonging to London

veyed Afloat or in Dry Dock? Afloat Name of Dock But East Destined Voyage
= Cell DBor DBa feet; uE&B feet; f feet
l capacity tons. FPT tons; APT tons; MT feet tons.
N.B.-All alterations in the existing records should be underlined.

If the Vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, and of the inner bottom plating, especially in the boiler space.

st Report, No. 49057 Port Cff

Medical Surveys, when held, must be reported in detail and serialim 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 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 placement 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.

image 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 ✓

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Year Assigned now expired.	Machinery and Boiler Surveys (including date of N.B. if any).
+100A1		+LMC
2,31		MS 7,27
SS Bff N° 2-27		BS 4,30
		CL 2,31
Cargo battens not fitted.		

Society's Freeboard (if assigned) as painted on Ship and now verified

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

AIRS, OR EXAMINATION AS PER RULE, FOR Advancement of S.S. N° 3 (due 4, 31). (See Secretary's letter "S" dated 1st July, 1932, regarding Bff Rpt N° 49057).

ow done:- Holds, forecastle space, bunkers (including bridge space bunkers), and machinery spaces (except under stokehold platform) cleared & examined. Ceiling & bilges lifted - none on tank top. Steel work examined throughout, and painted & coated as necessary. The engine & boiler room D.B. tanks, and the fore & after peak tanks examined internally.

1, 2, engine room, & after D.B. tanks tested.

ecks, anchors, masts (no wedges) & rigging (Rpt attached), Hatch covers and supports &c, ventilators & coamings, Land steering gear, and air & sounding pipes examined.

(Continued)

ARY OF DAMAGE REPAIRS:-	Shell Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:-
Renewed								
Removed and Faired or Repaired								
Faired or Repaired in place								

ENT CONDITION OF THE

See Report	State if Tanks have been examined inside	See Report	Dblng. Plates under Sounding Pipes	See Report	Copper, or Y.M. of Wood Vessels
Good	State if Tanks now tested	See Report	Engine Room Skylights	See Report	(State if on Belt).
See Report	Bulkheads	See Report	Coal Bunkers, Open'gs, Lids, &c.	See Report	When put on, Month Year.
Good See Report	Ceiling	Over bilges only - Good	Scuppers	Good	Boats
Good	Cement or Asphalt	See Report	Cargo Hatchways	Good	Masts, Yards, &c.
Good	(State which.)	See Report	Hatches	Good	Condition, how ascertained
Good	Rudder	See Report	Planking	Good	(State if wedges removed)
Good	Steering gear and its connections	See Report	Caulking	Good	Sails
Good	Windlass	See Report	Treenails	Good	Equipment letter
Good	Have Pumps now been examined and found efficient?	See Report	Breasthooks & Stemson	Good	Anchors, No. of
Good	Have Sluice Valves now been examined and found efficient?	See Report	Transoms, Pointers, & Crutches	Good	Cables (State if now ranged)
Good	Have Watertight Doors now been examined and found efficient?	See Report	Timbers of Frame at openings	Good	length
Good	Have Ventilators and their Coamings been examined and found efficient?	See Report	Ditto ditto at other places	Good	(on board)
Good		See Report	Stringers, Clamps & Shelves	Good	Rule length
Good		See Report	Salting	Good	Hawser & Warps
Good		See Report	(State if examined.)	Good	Standing and Running Rigging

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 this 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 and ptND24, &c."

is vessel is eligible in our opinion to remain as classed, fresh record of survey and notation S.S. N° 3-3,33 to be deferred till completion of survey.

Fee (per Section 20) £ 20: 0 : 0
Damage or Repair Fee (if any) £ : :
Expenses (if chargeable) £ : :
Surveyor's Fee (if any) £ : :
Committee's Minute TUE. 11 APR 1933
Character Assigned Defered for

Fees applied for, 22/8-1933
Received by me, 22/8-1933

Surveyors to Lloyd's Register of Shipping
FRI. 27 OCT 1933
TUE 6 FEB 1934

W1121-0197 1/2

General Committee
 Thursday, 8th February, 1934.
 Decision of Closing
 Committee confirmed

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

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

(2)
 of CARDIFF
 Continuation of Report No. 50/100 dated 4 Apr. 1933. on the
S.S. "CHISWICK MANOR."

To complete the survey:—
 Bridge space clear of bunkers, boiler space under stokehold platform, and
 atting in way of sidelights to examine.
 1, 2 and after D.B. tanks to examine internally. The engine & boiler room
 tanks to be re-examined, as these have not been coated since scaling.
 boiler room D.B. tank and the fore & after peak tanks to test.
 Deck casings, chain locker, general equipment, hand pump, and
 watertight doors to examine. Freeboard to verify.
 The following recommendations now made for repairs remain to be
 carried out:—
 Olds. Cement chocks over bilges to repair throughout as necessary.
 Bridge space bunker. Hatch side coamings to repair or renew, ^{hatch} test
 bars to renew, covers, tarpaulin & battens to supply & fit.
 Deck plating each side abreast after end of hatch, also in way
 of small hatch on port side, to part renew or double.
 Two frames each side to be renewed, or bracketed to deck.
 Bridge front bulkhead to repair on port side in way of
 steam pipe passing through.
 Ventilator each side to lower bunker to renew.
 Four stiffeners on fore end of trunk hatch over to renew.
 Cross bunker. Three stiffeners on after bulkhead to renew.
 Boiler room tank. One intercostal at after end each side (p. & s.) to renew.
 Plate to fit under sounding pipe each side.
 Engine room tank. Two intercostals at fore end each side (p. & s.) to renew.
 Plate to fit under sounding pipe each side.
 After peak tank. Three cant beams (angles) each side to renew.
 Two bulkhead plates to renew.
 Engine room skylight. Bulls-eye glasses to re-secure as necessary.
 Upper deck plating in fore well to be doubled each side (p. & s.) clear
 of doubler at after end of No. 2 hatch.
 Mast & rigging. Foremast. Forestay to renew. The deck shackle of the
 topmast backstay on port side to renew. Wood topmast
 to be repaired where sprung by fitting two steel clamps.
 Mainmast. Mainstay to be renewed.
 2 hatch. Rest bar at after end to be faired.
 Hatch covers. About 42 to renew & 26 to part renew.
 After plate fractured each side, to be repaired by E.W.
 Pipes. Four gooseneck air pipes from D.B.'s to renew (2 forward & 2 aft).
 Butterfly nuts & bolts of the two circular hatches on upper deck aft (to
 4 hold & A.P. tank) to be overhauled.
 The vessel is still laid up and it is understood that no
 arrangements have yet been made to complete the survey and to carry out repairs.
 The Secy's letter 'S' dated 1st July, 1932, addressed to the Owners, approved of
 main items surveyed in Feb. 1931 (Cp Rpt 49057) being credited towards the special survey.
 view of the fact that over two years have elapsed since the survey was started, it is
 submitted that the question of requiring the re-examination of the items passed
 survey in Feb. 1931 will need to be considered when the vessel is again
 brought under survey for completion.