

(Received at London Office -5 APR 1933)

BOX No. 86 (Job)

No. 50,100

REPORT of SURVEY for REPAIRS, &c.

Writing Report 3.4.1933 When handed in at Local Office to *Cpl.* 1933 Port of **CARDIFF**
Survey held at **Cardiff** Date, First Survey *19 July 32* Last Survey **31.3.1933**
on the ~~Wood, Iron or Steel~~ **Sc "CHISWICK MANOR"** (No. of Visits *7*)

TONNAGE:— Built at **Glasgow**. By whom **Lloyd Royal Belge (Ct Britain) Ltd.** YEAR **1919** MONTH **4**
Gross **1480** Owners **Henley S.S. Co. Ltd.** Owners' Address
Net **1313** Managers (if not already recorded in Appendix to Register Book).
Draft **78.7** Port belonging to **London**

Keel Laid? Afloat Name of Dock **Bute East** Destined Voyage
= Cell DBor DBa feet; uE&B feet; f feet }
Load 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.

Special Report, No. **49057** Port **Cpl**
Medical Surveys, when held, must be reported in detail and seriatim 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 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.
Damage cases where the Surveyor has not made a special damage report he is required to state whether he deferred 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 No. 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?

REPAIRS, OR EXAMINATION AS PER RULE, FOR **Advancement of S.S. No. 3 (due 4, 31)**. (See Secretary's letter "S" dated 1st July, 1932, regarding Bff Rpt No. 49057).

Work done:— Holds, fore-castle 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. Nos. 1, 2, engine room, & after D.B. tanks tested. Decks, anchors, masts (no wedges) & rigging (Rpt attached), hatch covers and supports &c, ventilators & coamings, hand steering gear, and air & sounding pipes examined.

CATEGORY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Renewed								
Removed and Fair'd or Repaired								
Fair'd or Repaired in place								

PRESENT CONDITION OF THE	State if Tanks have been examined inside	Dblg. Plates under Sounding Pipes	Copper, or Y.M. of Wood Vessels
Decking of Decks <i>See Report</i> Good	<i>See Report</i>	<i>See Report</i>	(State if on Belt). When put on, Month, Year.
Stairways <i>See Report</i> Good	<i>See Report</i>	<i>See Report</i>	Boats Good
Rigging & Fastenings <i>Good</i> <i>See Report</i>	<i>See Report</i>	<i>See Report</i>	Masts, Yards, &c. <i>See Report</i>
Bottom Plating Good	<i>Over bilges only - Good</i>	<i>Good</i>	Condition, how ascertained. <i>By exam'n</i>
Stokehold Good	<i>Cement or Asphalt - Good</i>	<i>Good</i>	(State if wedges removed) none
Structural Members Good	<i>Rudder - Good</i>	<i>Good</i>	Sails Good
Frames Good	<i>Steering gear and its connections - Good</i>	<i>Good</i>	Equipment letter p
Stanchions Good	<i>Windlass - Good</i>	<i>Good</i>	Anchors, No. of 3B, 1S, 1K.
Stays Good	<i>Have Pumps now been examined and found efficient? - no</i>	<i>Good</i>	Cables (State if now ranged) no
Bottom Plating Good	<i>Have Sluice Valves now been examined and found efficient? - Good</i>	<i>Good</i>	" length Stated complete
	<i>Have Watertight Doors now been examined and found efficient? - no</i>	<i>Good</i>	" (on board) Good
	<i>Have Ventilators and their Coamings been examined and found efficient? - Yes</i>	<i>Good</i>	" Rule length Good
		<i>Good</i>	Hawser & Warps Good
		<i>Good</i>	Standing and Running Rigging <i>See Rpt.</i>

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."

This vessel is eligible in our opinion to remain as classed, fresh record of survey and notation **S.S. No. 3-3,33** to be deferred till completion of survey.

Fee (per Section 29) £ **20: 0: 0** Fees applied for, *to Cpl. 1933*
Damage or Repair Fee (if any) £ : : Received by me. *22/8-1933*
Expenses (if chargeable) £ : :
Surveyor's Fee (if any) £ : :
E. J. Brimblecombe.
R. H. Cheetham

Committee's Minute **TUE. 11 APR 1933**
Character Assigned **Deferred for comp. No. 3 must d. dk again**
Surveyors to Lloyd's Register of Shipping **FRI. 27 OCT 1933**
TUE 6 FEB 1934
Lloyd's Register Foundation

S.S. "CHISWICK MANOR"

To complete the survey:-
 Bridge space clear of bunkers, boiler space under stokehold platform, and plating in way of sidelights to examine.
 No. 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. The boiler room D.B. tank and the fore & after peak tanks to test.
 Deck casings, chain locker, general equipment, hand pumps, 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. & o.) to renew. Plate to fit under sounding pipe each side.
- Engine room tank. Two intercostals at fore end each side (p. & o.) 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. & o.) clear of doubler at after end of No. 2 hatch.
- Masts & 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.
- No. 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 No. 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.
 In 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.

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.			
	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.				
					Fathoms.	Ins.	Tons.	Tons.						Cwts.

General Committee
 Monday, 8th February, 1934.
 Decision of Closing
 Committee confirmed
 H.B.