

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

(Received at London Office)

-5 APR 1933

Date of writing Report 31 Jan 1933 When handed in at Local Office 31 Jan 1933 Port of CARDIFF.

No. in Reg. Book 59811 Survey held at Cardiff Date, First Survey 18 Aug Last Survey 30 Jan 1933
on the Machinery of the Wood, Iron or Steel Sc "CHISWICK MANOR" (No. of Visits 5)

Tonnage { Gross 1480 Net 787 Vessel built at Glasgow By whom Glasgow Royal Bldg (G.B.) Ltd When 1919.4
Engines made at Glasgow By whom N. British Indus & Co. Ltd When 1919.4
Nominal Horse Power 172 Boilers, when made (Main) 1919.4 (Donkey)
No. of Main Boilers 2 Owners Ambley S.S. Co. Ltd. Owners' Address (if not already recorded in Appendix to Register Book.)
No. of Donkey Boilers Managers Port London Voyage
Working Pressure in Main Boilers 180 Surveyed Afloat in Dry Dock Bank East Dock (State name of Dock.)

Last Report No. _____ Port _____

Particulars of Examination and Repairs (if any) Adv. + LMCMS. + 32

Periodical 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 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. State also the dates and initials of any letters respecting this case.

Where 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? Yes.

Do. " " Donkey " " " "

Where this 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?

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes. 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? Yes. , and of the Donkey Boilers?

Did the Surveyor examine the drain plugs of the Main Boilers? None , and of the Donkey Boiler?

Did the Surveyor examine all the mountings of the Main Boilers? Yes. , and of the Donkey Boiler?

Has screw shaft now been drawn and examined? No 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:

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?

What is the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft?

Where the Survey is not complete, state what arrangements have been made for its completion and what remains to be done. To complete the survey for a fresh record of + LMCMS. 2.31, (see Secretary's letter to Owners, 5. July 1932 and Cardiff Report No 49057), the steering engine piston rods remain to be skinned up and rebraked. To complete the survey for a fresh record of B.S. 8.32, the repairs mentioned below remain to be carried out, and all safety valves are to be adjusted under steam. It has not been possible to obtain from the Owners a decision as to when it is intended to complete the survey. Meanwhile the vessel is laid up indefinitely.

How done
The cylinder, piston, slide valves and chests, the air, feed and brige pumps, the condenser, the auxiliaries, the pumping arrangements and the steering engine were examined and found good except as overpage. P.T.O

General Observations, Opinion, and Recommendation:— The machinery of this vessel is (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, or L.M.C. 9.11, 140 lb., F.D., &c.)
is in my opinion, eligible to remain as classed, with a fresh record + LMCMS. 2.31, (see letter mentioned above) and B.S. 8.32, when the survey has been completed as above.

Fee (per Section 29) £10: 0: 0 Fees applied for to Apl. 1933
Damage or Repair Fee (if any) £: : :
Printing expenses (if chargeable) £: : :
Received by me, V. Lockney & Thomas Miller 22.8.1933
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute Deferred TUE. 11 APR 1933
Signed _____ FRI. 27 OCT 1933
LLOYD'S REGISTER OF SHIPPING
Lloyd's Register Foundation

Insert Character of Ship and Machinery precisely as in the Register Book.

Is a Certificate required? If so, to be sent to _____

W1121-0199

The main boilers were examined internally and externally with their mountings, doors and fastenings and were found good except as below.

The following recommendations were made but have not been carried out.

Port boiler

The auxiliary feed valve chest to be renewed.

The blow down valve chest to be renewed.

The collision shock to be renewed.

Steering engine

The piston rods to be skinned up and rebushed.