Rpt. 9.

YACHT

No. 14503.

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

(Received at London Office AUG 14 1939)

Date of writing Report 5th AUGUST 1939 When handed in at Local Office 5th AUGUST 1939 Port of SOUTHAMPTON

No. in Reg. Book. 1212 Survey held at GOSPORT Date, First Survey 17-11-39 Last Survey 17-7-1939 (No. of Visits 16)

on the Machinery of the ~~Wood, Iron or Steel~~ COMP AUX. SCH. "CHIMERE"

Tonnage { Gross 126.20 Net 91.43

Nominal Horse Power 18

No. of Main Boilers ✓

No. of Donkey Boilers ✓

Steam Pressure— in Main Boilers ✓ in Donkey Boilers ✓

Vessel built at GOSPORT By whom CAMPER & NICHOLSONS, L^td When Year 1908 Month 6th

Engines made at MANCHESTER By whom L. GARDNER & SONS, L^td When 1939

Boilers, when made (Main) ✓ (Donkey) ✓

Owners SIR STEPHENSON H. KENT, K.C.B. Owners' Address ✓ (if not already recorded in Appendix to Register Book.)

Managers ✓ Port PORTSMOUTH Voyage YACHTING.

Surveyed Afloat ~~or in Dry Dock~~ ON SLIPWAY GOSPORT HARBOUR (State name of Dock.) & CAMPER & NICHOLSONS SLIPWAY.

Last Report No. Port

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER. ✠ for Special Survey Date of last Survey and of Periodical Surveys.	Years assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
✠(20) A.1.		✠ N.E. 8,29
~~13~~ 4,37.		✠ L.M.C. 5,34
CONT. CWS Aug 29-	13	✠ L.M.C.(M) 5,36.
A.S. CWS. 5,36.		S. 4,37 B.
S. S. CWS. 34		
OIL ENG.		

Particulars of Examination and Repairs (if any) ✠ N.E. L.M.C. & S.S.

(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 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.) E 22-8-39, & 29-8-39.

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 Boilers? ✓

Did the Surveyor examine all the mountings of the Main Boilers? ✓, and of the Donkey Boilers? ✓

Has screw shaft now been drawn and examined? YES Is it fitted with continuous liner? NO Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? NO

Has shaft now been changed? NO 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? ✓

State date of examination of Screw Shaft 13-3-39 State the distance between lignum vitæ or bearing metal of stern bush and top of after bearing of screw shaft Close

Engine parts, when referred to by numbers, should be counted from forward. Is electric light ~~and/or power~~ fitted? YES

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? YES

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms.? YES

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

Now done for L.M.C. & N.E.:- In accordance with the Owner's instructions with a view to obtaining greater power the old engine has at this time been removed and a new 6L3 Gardner engine No 46046 (as per Manchester Report No 9544) satisfactorily fitted in place. On completion of installation a full power trial was carried out with satisfactory results.
The New Engine is connected through a Chain Reduction Gear to the existing Intermediate Shaft (Dia 3") Ipswich Certificate No D1703 for Upper & Lower Parts of Chain Casing etc is attached herewith. The Intermediate Section of Casing was made of Steel Plates with welded flanges. The welding was carried out with Approved Electrodes and the whole Casing was carefully examined after running trials and found satisfactory.
The existing Bronze Screw Shaft Dia at top of cone was only 3", and as the body of Shaft was 3 3/4" Dia

General Observations, Opinion, and Recommendation:— The Machinery of this vessel is now in a good and efficient condition, and eligible in my opinion to remain as classed with fresh record of Survey ✠ L.M.C. 7,39 and fresh notation ✠ N.E. 7,39 & S. 3,39 B.

(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 ✠LMC 140 lb., F.D., &c.) CS 3,34,

Is a Certificate required? If so, to be sent to YES, SOTON OFFICE.

Survey Fee (per Section 29) L.M.C. £4 : 4 : 0
1/3 S.S. Fee for N.E. 3 0 0
Special Damage or Repair Fee (if any) (per Section 29.) S.S. £1 1 0
Elec Eqdip 1 0 0
Travelling expenses (if chargeable) £3 : 10 : 0

Fees applied for 10-8-1939

Received by me, 22/8/1939

A. I. Griffith.
Engineer Surveyor to Lloyd's Register of Shipping.

-1 SEP 1939

Committee's Minute

Assigned L.M.C. 7.39 + N.E. 7.39

CERTIFICATE WRITTEN.

The Surveyors are requested not to write on or below the space for Committee's Minute.

If so, is the report sent?

W315-0071(1/20)

L.M.C. — continued

the cone end of Shaft was cut off, and a new Cone turned with minimum size of 3¼" Dia to comply with the Rules. On completion of Machining examined & found satisfactory

A new 3 Bladed Phosphor Bronze Propeller 48" Dia with 36" Pitch and Total Developed Area of 790□" has been satisfactorily fitted.

The existing 1 Cyl Aux Engine has also been removed, and a new 4 Cyl Paraffin Engine made by Parsons Engineering Co. Ltd. Southampton satisfactorily fitted and tried under full working conditions and found satisfactory.

This Engine is driving a new Dynamo (No. 124670) constructed by Electric Construction Co. Ltd, Wolverhampton of 7.5 K.W. 50 Volts. 1500 R.P.M. (Makers Certificate of Test attached herewith)

Pumps & Pumping Arrangements and the Exhaust Pipes & Silencer (lagged) which remain as originally fitted examined & found satisfactory.

Intermediate Shafting, Fuel Tanks their fittings & connections examined & found satisfactory.

Vessel placed on the Slipway, and the Propeller, Stern Bush, Sea Connections together with their inside and outside fastenings examined & found satisfactory.

N.B:- The small Air Compressor & the two Air Bottles have at this time been removed.

Now done for Electric Equipment:- The Installation generally examined, Megger tested and Insulation Resistance found in accordance with the Rules. Afterwards tried under full working conditions with satisfactory results.

A. Griffith.

New Engines fitted.

It is submitted that this vessel is eligible for THE RECORD.

+HMC 7.39
+NE 7.39
S.S.39 B.

Amend before particulars in Y.R. as follows:- Oil Engines 4 S.C.R.A. Chain Drive bey 5½ - 7¾ 18 N.H.P.
L. Gardner & Sons Ltd Mch.

29/8/39