

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

(Received at London Office)

THU. 29 MAR. 1917

Writing Report 5th Mar 1917 When handed in at Local Office 12th Mar 1917 Port of New York  
 Survey held at Brooklyn N.Y. Date, First Survey 14th Feb Last Survey 23rd Feb 1917  
 on the Machinery of the Wood, Iron or Steel S.S. "CHORLEY" Master A. Henry  
 Gross 3828 Vessel built at Stockton By whom Richardson Dock Co. When 1901 YEAR. MONTH.  
 Net 2468 Engines made at Do By whom Blair & Co. When 1901  
 d. 349 Boilers, when made (Main) 1901 (Donkey) NDB 1913  
 n Boilers 2 Owners Rup & Lybser & Co. Port London Voyage France  
 Key Boilers 1 If Surveyed Afloat or in Dry Dock Robins Dry Dock Particulars of Classification (which must be inserted  
 ssure- Boilers 160 (State name of Dock.) precisely as in Register Book & Supplements).  
 y Boilers 100

Report No. \_\_\_\_\_ Port \_\_\_\_\_

Particulars of Examination and Repairs (if any) Damage

Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and being detailed in the body of the report, should be briefly summarised at the end of the report. State also the initials of any letters respecting this case.

In 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 not? Was a damage report made by anyone else? If so, by whom?

Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? No

" Donkey " No  
 not done, state for what reasons? Boilers not opened up for survey

Parts of the Boilers could not be thus thoroughly examined?

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?

Surveyor examine the Safety Valves of the Main Boiler?

To what pressure were they afterwards adjusted under steam?

Surveyor examine the Safety Valves of Donkey Boiler?

To what pressure were they afterwards adjusted under steam?

Surveyor examine all the manholes, doors and their fastenings of the Main Boilers?

, and of the Donkey Boiler?

Surveyor examine the drain plugs of the Main Boilers?

, and of the Donkey Boiler?

Surveyor examine all the mountings of the Main Boilers?

, and of the Donkey Boiler?

Shaft now been drawn and examined? Yes Is it fitted with continuous liner? Yes or two liners? Yes or is it without liners? Yes

Now been changed? Yes If so, state reasons Shaft fractured at forward end of after liner

Now fitted new? Yes Has it a continuous liner? Yes or two liners? Yes or is it without liners? Yes

Distance between lignum vite of stern bush and top of after bearing of screw shaft? Renewed

Is not complete state what arrangements have been made for its completion and what remains to be done?

Damage stated to have been sustained through the vessel having grounded at the entrance to the River Gironde on 27th December 1916, on voyage to Bordeaux.

Done - Propeller, propeller shaft, all sea cocks valves & fastenings at thrust and tunnel shifting examined and found or placed in satisfactory condition.

DAMAGE REPAIRS Spare propeller shaft fitted. Stern bush renewed. The tunnel shaft cap renewed. L.P. bottom end distance piece renewed. all crank pin brasses renewed. Tunnel shaft couplings overhauled. Bolts in same renewed out where necessary and new couplings bolts fitted.

General Observations, Opinion, and Recommendation:— The Machinery of this

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. 911, B. & M.S. 9, 11, or L.M.C. 9, 11, 40 lbs. E.D., &c.)

as far as seen is eligible in my opinion to remain as classed in the Register of Survey N.T.S. 2-17, subject to the main in condenser being retubed at the earliest opportunity.

per Section 89) \_\_\_\_\_  
 Age or Repair Fee (if any) \$60.00  
 Expenses (if chargeable) \_\_\_\_\_

Fees applied for 13.3 1917  
 Received by me, \_\_\_\_\_  
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John P. Robson  
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute New York MAR 15 1917

As now. Subject N.T.S. 2-17



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## — S.S. "CHORLEY" —

The main Engine Condenser opened up & tested and a large number of tubes were found to be leaking, it was recommended that the whole of the tubes be drawn & replaced with new tubes, as time would not permit of this being done, the leaking tubes were plugged & made tight. it is understood that the above will be done at the earliest opportunity

J.R.



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