

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

(Received at London Office)

16 NOV 1939

Date of writing Report 19 When handed in at Local Office 31/10/1939 Port of NEWCASTLE-on-TYNE

No. in Reg. Book 19564 Survey held at South Shields Date, First Survey 18-10-39 Last Survey 26-10-1939

on the Machinery of the ~~Wood, Iron or Steel~~ S.S. "AMBASSADOR" now "BANCREST" (No. of Visits 3)

Tonnage { Gross 4450 Vessel built at Stockton By whom Roper S.B. and Roper Co (Stockton) Ltd When 1925 Month 1
 Net 2658 Engines made at Stockton By whom Blair & Co. Ltd. When 1925

Nominal Horse Power 422 Boilers, when made (Main) 1925 (Donkey) Stone House Bishopsgate London E.C.2.

No. of Main Boilers 3 (Spt.) Owners Hall Bros Steamship Co. Ltd. (if not already recorded in Appendix to Register Book.)

No. of Donkey Boilers 1 Managers Hall Bros. Port Newcastle Voyage London

Steam Pressure in Main Boilers 180 lbs If Surveyed Afloat or in Dry Dock Drydock Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

in Donkey Boilers ✓ (State name of Dock.) Bingham & Co. S. Shields.

Last Report No. PortParticulars of Examination and Repairs (if any) Eng & Repairs

(Periodical Surveys, when held, must be reported in detail and verbatim 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.)

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? No

" " Donkey " " ✓

If this was not done, state for what reasons? B.S. not due

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 Efficient

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? Yes

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ✓

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 26-10-39

State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft Bush re-wooded

Engine parts, when referred to by numbers, should be counted from forward.

Is electric light and/or power fitted? Light

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? No

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? No

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

Now done:— Vessel placed in drydock, propeller, screws, stern bush and all underwater fastenings examined and found or placed in good condition.

Steering engine worn examined and found worn.

Repairs:— Stern bush rewooded.

Steering engine worn renewed. [Briggs]

Vessel now changing Ownership.

General Observations, Opinion, and Recommendation:— The Machinery of this Vessel, as far as (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, E.S. 9,11, B.&M.S. 9,11, L.M.C. 9,11, or L.M.C. 140 lb., F.D., &c.)

now seen, is in efficient condition and eligible, in my opinion, to remain as classed, with record of survey, C.L. 10, 39., without special condition.

Survey Fee (per Section 29) £ 1 : 0 : 0 Fees applied for 19

Special Damage or Repair Fee (if any) (per Section 29.) £ 1 : 0 : 0 Received by me, 10

Travelling expenses (if chargeable) £ 1 : 0 : 0

Committee's Minute

TUE. 28 NOV 1939

Assigned

As now, without spl. con

E. Gibson

Engineer Surveyor to Lloyd's Register of Shipping.

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Lloyd's Register Foundation

W426 - 0200

Plating signs were renewed - Schaps examined

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

Class without special condition

27/4/39

27/4/39

has been found with the following defects: 1. The hull is in fair condition but the bottom is somewhat rough. 2. The engine is in fair condition but the cylinders are somewhat worn. 3. The boiler is in fair condition but the rivets are somewhat loose. 4. The masts are in fair condition but the rigging is somewhat loose. 5. The deck is in fair condition but the plating is somewhat worn. 6. The hull is in fair condition but the bottom is somewhat rough. 7. The engine is in fair condition but the cylinders are somewhat worn. 8. The boiler is in fair condition but the rivets are somewhat loose. 9. The masts are in fair condition but the rigging is somewhat loose. 10. The deck is in fair condition but the plating is somewhat worn.

27/4/39

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