

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 Net 2658 Vessel built at Stockton. By whom Roper S.B. and Repg Co (Stockton) Ltd When 1925. 1.

Nominal Horse Power 422. Engines made at Stockton. By whom Blair & Co. Ltd. When 1925.

No. of Main Boilers 3 (Spt.) Boilers, when made (Main) 1925 Owners Hall Bros Steamship Co. Ltd. (Donkey) Stone House Bishopsgate London E.C.2.

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. _____ Port _____

Particulars of Examination and Repairs (if any) Eng & Repairs.

(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.)

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.

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time? ✓

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? Close. ✓

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, screwshaft, 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. [Brass]

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, E.&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).....	£	19	Fees applied for
Special Damage or Repair Fee (if any) (per Section 29.).....	£		
Travelling expenses (if chargeable).....	£	10	
			Received by me,

E. Gibson
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute TUE. 28 NOV 1939

Assigned As now, without spl. con



W426-0200

If so, is the Report sent now, or when will it be sent?

Insert Character of Ship and Machinery precisely as in the Register Book. Is a Certificate required? If so, to be sent to _____

Plating system worn renewed, Scaffolds examined

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

Class without special condition

1/10/39

27/4/39

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