

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

17 JAN 1925

Date of writing Report 19 When handed in at Local Office 12/1/1915 Port of Middlesbrough
 No. in Survey held at Stockton-on-Tees Date, First Survey 14 August 1924 Last Survey 12-1-1925
 Reg. Book. 87829 on the Steel screw steamer "AMBASSADOR" (Number of Visits 48)
 SUPP. Tons { Gross 4450
 Net 2658
 Built at Stockton By whom built Messrs. Roper S. B. & Co. Ltd. Yard No. 547 When built 1925
 Engines made at Stockton By whom made Messrs. Blair & Co. Ltd. Engine No. 1959 when made 1925
 Boilers made at Stockton By whom made Messrs. Blair & Co. Ltd. Boiler No. 1959 when made 1925
 Registered Horse Power Owners Hall Bros S.S. Co. Ltd. Port belonging to Newcastle
 Nom. Horse Power as per Rule 422 Is Refrigerating Machinery fitted for cargo purposes no Is Electric Light fitted yes

ENGINES, &c.—Description of Engines.

Triple Expansion

Dia. of Cylinders 25½-42-70 Length of Stroke 48 Revs. per minute 62 No. of Cylinders 3 No. of Cranks 3
 Dia. of Crank shaft journals as per rule 13.52 as fitted 14½ Dia. of Crank pin 14¾ Crank webs Mid. length breadth 24 Thickness parallel to axis 9½
 as fitted 14½ Mid. length thickness 9½ shrunk Thickness around eye-hole 6¾
 Diameter of Thrust shaft under collars as per rule 13.52 as fitted 14¾ Diameter of Tunnel shaft as per rule 12.876 as fitted 13¾ Diameter of Screw shaft as per rule 14.41 as fitted 15¾ Is the Screw shaft

fitted with a continuous liner the whole length of the stern tube yes Is the after end of the liner made watertight in the propeller boss yes

If the liner is in more than one length are the joints burned in one length If the liner does not fit tightly at the part

between the bearings in the stern tube, is the space charged with plastic material insoluble in water and non-corrosive tight fit

If two liners are fitted, is the shaft lapped or protected between the liners Is an approved appliance fitted at the after end of the shaft to permit

of it being efficiently lubricated no Length of Stern Bush 5'-4" Diameter of Propeller 17'-6"

Pitch of Propeller 13'-7½ 17'-6 No. of Blades 4 State whether Moveable no Total Surface 98 ft² square feet.

No. of Feed Pumps fitted to the Main Engines 2 Diameter of ditto 3½ Stroke 34 Can one be overhauled while the other is at work yes

No. of Bilge Pumps fitted to the Main Engines 2 Diameter of ditto 5 Stroke 34 Can one be overhauled while the other is at work yes

Total number and size of power driven Feed and Bilge Auxiliary Pumps 1 @ 8" x 9" x 8" & 1 @ 7" x 5" x 8" & 1 @ 7" x 5" x 8"

No. and size of Pumps connected to the Main Bilge Line one @ 8" x 9" x 8"

No. and size of Ballast Pumps (2) 8" x 9" x 8" + 6" x 6" x 6" No. and size of Lubricating Oil Pumps, including Spare Pump none

Are two independent means arranged for circulating water through the Oil Cooler No. and size of suctions connected to both Main Bilge Pumps and Auxiliary

Bilge Pumps;—In Engine and Boiler Room "3 at 3" and in Holds, &c.

Tunnel with one @ 2½" 2 @ 3" each hold except

no 2. hold where 2 @ 3½"

No. and size of Main Water Circulating Pump Bilge Suctions one @ 7" No. and size of Donkey Pump Direct Suctions

to the Engine Room Bilges one @ 4½" Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes yes

Are the Bilge Suctions in the Machinery Space led from easily accessible mud-boxes, placed above the level of the working floor, with straight tail pipes to the bilges yes

Are all connections with the sea direct on the skin of the ship yes Are they Valves or Cocks both

Are they fixed sufficiently high on the ship's side to be seen without lifting the stokehold plates yes Are the Discharge Pipes above or below the deep water line above

Are they each fitted with a Discharge Valve always accessible on the plating of the vessel yes Are the Blow Off Cocks fitted with a spigot and brass covering plate yes

What Pipes are carried through the bunkers suction to forward holds How are they protected wood ciling

Are all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times yes

Is the arrangement of Valves and their connections such as to prevent the possibility of water passing from the sea or from water tanks into the cargo or machinery spaces, or from one

compartment to another yes Is the Screw Shaft Tunnel watertight yes Is it fitted with a watertight door yes worked from Bdy disk level

MAIN BOILERS, &c.—(Letter for record (S)) Total Heating Surface of Boilers 7248 ft²

Is Forced Draft fitted no No. and Description of Boilers 3 single indept Working Pressure 180 lbs

IS A REPORT ON MAIN BOILERS NOW FORWARDED? yes

IS A DONKEY BOILER FITTED? none If so, is a report now forwarded? yes

PLANS. Are approved plans forwarded herewith for Shafting Main Boilers 426 Auxiliary Boilers Donkey Boilers

(If not state date of approval) General Pumping Arrangements With Hull Rpt Oil fuel Burning Piping Arrangements

SPARE GEAR. State the articles supplied:— 2 Con Rod top end bolts, 2 Con rod bottom

end bolts, 2 main bearing bolts, one set of coupling bolts.

1 set of feed and bilge pump valves, one set of piston springs.

a quantity of assorted bolts and nuts, spare screw shaft, spare

propeller, one set of air pump valves, one set of circ pump valves.

2 main & 2 donkey Check valves, 2 safety valve springs, 4 condenser tubes.

6 boiler tubes.

The foregoing is a correct description,

BLAIR & CO., LIMITED.

H. P. Hamilton

Manufacturer.

W426-0207



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Lloyd's Register
Foundation

1924.
 Aug 6. 8. 12. 15. 25. 27. 29. Sep. 2. 5. 8. 10. 12. 13. 18. 22. 26. 29. Oct 2. 6. 10. 13. 14. 16. 17. 20. 23 Nov. 4. 6. 11
 During progress of work in shops -- 13. 14. 17. 19. 20. 21. 24. 25. 26. 27. Dec. 2. 4. 10. 11. 16. 31. 1925.
 Jan. 6. 9. 12.
 Dates of Survey while building
 During erection on board vessel ---
 Total No. of visits 48

Dates of Examination of principal parts - Cylinders 16-10-24. Slides 13-11-24
 Covers 16-10-24 Pistons 20-10-24 Rods 20-10-24
 Connecting rods 20-11-24 Crank shaft 6-11-24 Thrust shaft 4-11-24
 Tunnel shafts 4-6-11/11/24 Screw shaft 27-11-24 Propeller 24-11-24
 Stern tube 14-11-24 Engine and boiler seatings 20-11-24 Engines holding down bolts 18-12-24
 Completion of pumping arrangements 31-12-24 Boilers fixed 18-12-24 Engines tried under steam 31-12-24
 Completion of fitting sea connections 19-11-24 Stern tube 19-11-24 Screw shaft and propeller 19-11-24
 Main boiler safety valves adjusted 31-12-24 (185 lbs) Thickness of adjusting washers 5/16"
 Material of Crank shaft Forged ingot steel Identification Mark on Do. 7023-N
 Material of Thrust shaft 8r Identification Mark on Do. 7023-N
 Material of Tunnel shafts 8r Identification Marks on Do. 7023-N
 Material of Screw shafts 8r Identification Marks on Do. 7023-N
 Material of Steam Pipes Lap welded iron Test pressure 540 lbs (stamped) Date of Test Glasgow 11-11-24
 Is an installation fitted for burning oil fuel No Is the flash point of the oil to be used over 150°F. V
 Have the requirements of the Rules for carrying and burning oil fuel been complied with V
 Is this machinery duplicate of a previous case yes If so, state name of vessel S.S. Pontypridd, Ind. Rpt. N: 12079
 General Remarks (State quality of workmanship, opinions as to class, &c.)

The machinery of this vessel has been constructed under special survey, materials & workmanship good. The boilers were tested by hydraulic pressure, the engines, boilers & auxiliaries were examined under steam and found satisfactory.

In our opinion the vessel is eligible for the notation of +LMC1-25

Note:- Electric light & Wireless fitted.

It is submitted that
 this vessel is eligible for
 THE RECORD. + LMC1-25. CL.

W.D. Paul
 19/1/25

The amount of Entry Fee ... £ 5-0-0 When applied for,
 Special ... £ 88-6-0 16.1.1925
 Donkey Boiler Fee ... £ : : When received,
 Travelling Expenses (if any) £ : : 1925

Committee's Minute

Assigned

FRI. 23 JAN 1925

+ L.M.C. 1.25
 C.L.

Wm Morrison & Wm Roberts
 Engineer Surveyor to Lloyd's Register of Shipping.



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 Foundation