

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

-2 NOV 1932

(Received at London Office)

Date of writing Report

19

When handed in at Local Office

31st Oct

Port of

NEWCASTLE-ON-TYNE

No. in
Reg. Book.

Survey held at

So. Shields

Date, First Survey

20th Sept

Last Survey

27th Oct 1932

56973.

on the Machinery of the Wood, Iron or Steel

Se. "AMBASSADOR"

(No. of Visits)

16

Tonnage

Gross 4450.

Net 2658.

Vessel built at

Stockton

By whom

Rohner S.B. & Co. (Stockton)

When

1925-1.

Nominal

Power 422.

Engines made at

Stockton

By whom

Blain & Co. Ltd.

When

1925.

Main Boilers

3.

Boilers, when made (Main)

1925.

(Donkey)

Owners

Hall Bros Steamship Co. Ltd.

Owners' Address

(if not already recorded in Appendix to Register Book.)

Port

Newcastle

Voyage

Donkey Boilers

Pressure

Main Boilers

Donkey Boilers

Managers

Hall Bros.

If Surveyed Afloat or in Dry Dock

Middle docks.

(State name of Dock.)

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.	Year assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any)
400A1 with freeland 1/31.		42ME 1,30.
99 S&L No 1—30.		AS 5,31.
		TS 2 1/31.

t Report No.

Port

Particulars of Examination and Repairs (if any) Docking.

Special Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the nature and extent 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 details being detailed in the body of the report, should be briefly summarised at the end of the report. State also the names and initials of any letters respecting this case.

Where the Surveyor has not made a special damage report he is required to state whether he has rendered his services for this purpose, and why they were declined?

Has a damage report made by anyone else? If so, by whom?

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

Donkey " "

was not done, state for what reasons?

Boilers not due for Survey.

What parts of the Boilers could not be thus thoroughly examined?

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?

Has the Surveyor examine the Safety Valves of the Main Boiler?

To what pressure were they afterwards adjusted under steam?

Has the Surveyor examine the Safety Valves of Donkey Boiler?

To what pressure were they afterwards adjusted under steam?

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

, and of the Donkey Boilers?

Has the Surveyor examine the drain plugs of the Main Boilers?

, and of the Donkey Boiler?

Has the Surveyor examine all the mountings of the Main Boilers?

, and of the Donkey Boiler?

Has the screw shaft now been drawn and examined?

No

Is it fitted with continuous liner?

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

Has the shaft now been changed? 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?

Has the distance between lignum vitae of stern bush and top of after bearing of screw shaft

3/32"

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

Survey Complete.

now done: Vessel placed in dry dock. Propeller, aft end of stern bush and outside fastenings of sea connections examined and found in good order.

Superheaters fitted to the three main boilers, see attached report.

Pipes taking superheated steam made of S.D. steel & bolted to 10 lbs S.D. Corrugated valves & connections now fitted tested to 10 lbs S.D.

HP cylinder & valve liners renewed in petrol inn. HP piston valve & HP piston & valve overhauled & rings renewed. S.D. cylinder lined up. piston overhauled, junk ring taken & ship & machined.

make packing ring good fit & same refitted. HP & S.D. piston & (Wrot iron) replaced with steel rods. (Working report attached P.T.O.

General Observations, Opinion, and Recommendation:— The machinery of this vessel 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, R.S. 9, 11, B.M.S. 9, 11, or L.M.C. 9, 11, 140 lb., F.D., &c.)

now seen is in my opinion eligible to remain as now classed without fresh record of survey.

Fee (per Section 29)

£

:

Fees applied for

-1 NOV 1932

Special Damage or Repair Fee (if any)

£

:

3/3:0

Travelling expenses (if chargeable)

£

:

✓

Received by me

11/11/1932

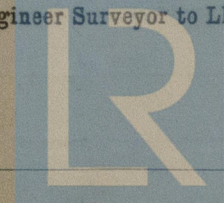
Committee's Minute

FRI. 11 NOV 1932

Assigned

as now

L. Pickett & William B. Dutton
Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register
Foundation

W426-0215

Certificate required? If so, to be sent to

S/S. Castle Moor

HP & LP valve spindles ground up in lathe, HP & LP
piston rods & valve spindles fitted with metallic
packing suitable for superheated steam.

Lubricating arrangements fitted to cylinders & valve
low feed fillers fitted.

Safety valves adjusted under steam

Engines tried under steam & with some
adjustments all found in good order.

William Butler.

N.B.—If this Report is copied by copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.

of writing Report
To, in Survey h
Book.

on the

ster

gines made at

ilers made at

iminal Horse Po

MULTITUB

Manufacturers of

otal Heating Su

. and Descript

ested by hydrau

rea of Firegrate

rea of each set

a case of donkey

smallest distance

smallest distance

argest internal

thickness

ng. seams

percentage of str

percentage of str

Thickness of butt

aterial

Length of plain

Dimensions of st

End plates in st

How are stays s

Tube plates: M

Mean pitch of st

Girders to comb

at centre

in each

Tensile strength

Pitch of stays to

Working pressur

Thickness

Pitch of stays a

Working Pressur

Diameter { At body

Over th

Working pressur

Diameter { At turn

Over th



© 2019
Lloyd's Register
Foundation