Rpt. 9.
Rpt. 9.

No. 7188

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

(Received at London Office .....)

Date of writing Report 22nd July 1947 When handed in at Local Office 23rd July 1947 Port of QUEBEC, P.Q.

No. in Reg. Book 19187 ~~18488~~

Survey held at Quebec, P.Q. Date, First Survey 5th July Last Survey 17th July 1947 (No. of Visits 3)

on the Machinery of the ~~Wood, Iron or~~ Steel Single Screw Steamer "AMBERTON"

Tonnage { Gross 5377 / Net 3245

~~Nominal Horse Power~~ M.N. 380

No. of Main Boilers 2

No. of Donkey Boilers 1

Steam Pressure— in Main Boilers 220

in Donkey Boilers 150

Vessel built at Newcastle By whom Short Brothers Limited When 1928 7.

Engines made at Shields By whom J. Dickinson & Sons Ltd When 1928

Boilers, when made (Main) 1928 (Donkey) 1928

Owner Carlton S.S. Co. Ltd & Cambay S.S. Ltd. Owners' Address (if not already recorded in Appendix to Register Book.)

Managers R. Chapman & Sons Port Newcastle Voyage

If Surveyed Afloat or in Dry Dock (State name of Dock.)

Last Report No. 23518 Port Gak.

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.	Years assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any)
✠ 100A1 8.46		✠ LMC 8.46
		T.S.(CL) 7.46
~~S.S. Nwc. 10-47~~		
S.S. Nwc. 8-46		

Insert Character of Ship and Machinery precisely as in the Register Book

Particulars of Examination and Repairs (if any) Engine damage

(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 Dmg. Rpt. & Interim Cert. attached

Was a damage report made by anyone else? If so, by whom? Mr. Todd, Salvage Association

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

" " Donkey " " " --

SEE SPL. NOTE S.R.L. (MACHY)

If this was not done, state for what reasons? Boilers under steam

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(s) Good

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? -- 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 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? --

State date of examination of Screw Shaft -- State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft --

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted? --

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? --

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms.? --

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

Damage:- stated to have been caused through Vessel encountering heavy weather on the 22nd & 23rd June, 1947 whilst on a voyage from Greenock to Canada in light condition.

For further particulars please see Vessels Log Book and protest.

Damage Repairs now done:- Main Engine H.P. piston with Lockwood&carlisle rings renewed

H.P. piston rod renewed.

On completion of repairs main engine tried out at various speeds and found satisfactory.

General Observations, Opinion, and Recommendation:— The Machinery of this Vessel is in good

(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, B.S. 9,11, B.&M.S. 9,11, ✠L.M.C. 9,11, or ✠LM C 140 lb., F.D., &c.) CS 3,34,

condition and eligible in my opinion to remain as at present classed in the Society's Register Book, without fresh record of survey.

Is a Certificate required? If so, to be sent to .....

Survey Fee (per Section 29) $:

Special Damage & Repair Fee (if any) (per Section 29.) $ 75.00

Travelling expenses (if chargeable) $ 3.00

Fees applied for 31st July 1947

Received by me, ... 19

D. Lathill
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute .....

Assigned See minute on Casualty Report

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