

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

No. 104651

Date of writing Report 15th - 7 - 1947 When handed in at Local Office 7. 8. 47 Port of NEWCASTLE-ON-TYNE
 No. in Survey held at Wallsend Reg. Book 5/s. "ASHANTIAN" Date, First Survey 6 - 8 - 46 Last Survey 15 - 7 - 1947
 on the 5/s. "ASHANTIAN" (Number of Visits 6)
 Built at Walker (N.W.C.) By whom built Shipbldg. Corpn. (Tyne Branch) Yard No. 14 Tons (Gross 5123 Net 2855)
 Engines made at Wallsend By whom made N.E. MAR. E. Co. (1938) LD. Engine No. 3121 When built 1947-7 mo
 Boilers made at CYREBANK By whom made JOHN BROWN & CO LD. Boilers No. A63 When made 1947
AUX. BOILER "WALLSEND" " N.E. MAR. E. Co. (1938) LD. " 3121 " 1943
 Registered Horse Power NEW MN. 627 Owners UNITED AFRICA COY. Port belonging to " " 1946.
 Nom. Horse Power as per Rule NEW MN. 627 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted YES.
 Trade for which vessel is intended OCEAN GOING.

ENGINES, &c.—Description of Engines 3. Cyl. Triple Expn. Recip.
 Dia. of Cylinders 24 1/2, 39, 70" Length of Stroke 48" No. of Cylinders 3 Revs. per minute 76
 Crank shaft, dia. of journals 13.98" as per Rule 13.98" Crank pin dia. 14 1/4" Mid. length breadth ✓ No. of Cranks 3
 as fitted 14 1/4" Crank webs ✓ Thickness parallel to axis 9" | 9"
 Intermediate Shafts, diameter 13.32" as per Rule 13.32" Mid. length thickness ✓ shrunk Thickness around eye-hole 6 3/8" | 6 3/8"
 as fitted 13 5/8" Thrust shaft, diameter at collars 13.98" as per Rule 13.98"
 Tube Shafts, diameter ✓ as fitted 14 1/4" as fitted 14 1/4"
 Screw Shaft, diameter 14.84" as per Rule 14.84" as fitted 15 1/4" Is the ✓ screw shaft fitted with a continuous liner Yes
 as fitted 24/32" as fitted 13/32" Thickness between bushes as per Rule 13/32"
 Bronze Liners, thickness in way of bushes 13/16" as fitted 21/32" 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 junctions made by fusion through the whole thickness of the liner In one piece.
 If the liner does not fit tightly at the part between the bearings in the stern tube, is the space charged with a plastic material insoluble in water and non-corrosive a tight fit.
 If two liners are fitted, is the shaft lapped or protected between the liners ✓ Is an approved Oil Gland or other appliance fitted at the after end of the tube
 Shaft No If so, state type ✓ Length of Bearing in Stern Bush next to and supporting propeller 61"
 Propeller, dia. 17-10 1/2 Pitch varying 17-1 1/2" max No. of Blades 4 Material BRZE whether Moveable No Total Developed Surface 117. sq. feet
 Feed Pumps worked from the Main Engines, No. NIL Diameter ✓ Stroke ✓ Can one be overhauled while the other is at work ✓
 Bilge Pumps worked from the Main Engines, No. 2 Diameter 4" Stroke 27" Can one be overhauled while the other is at work Yes
WDEPT No. and size 2 of 7, 9 1/2 x 21" G.S.P. 7, 9 1/2 x 21" Pumps connected to the Main Bilge Line (No. and size Ball. pp. 250 ton/hr; G.S.P. 40 ton/hr)
 Pumps How driven by steam How driven by steam each 20 ton/hr by Main ENG.
 Ballast Pumps, No. and size One of 10 1/2, 13 x 24" Lubricating Oil Pumps, including Spare Pump, No. and size ✓
 Are two independent means arranged for circulating water through the Oil Cooler ✓ Suctions, connected to both Main Bilge Pumps and Auxiliary
 Bilge Pumps:—In Engine and Boiler Room 3 of 3" in E. Rm., 2 of 3" in B. Rm., 1 of 2 1/2" in Tunnel Well., 2 of 2" in d.f. Cofferdams.
 In Pump Room In No. 1, 2 & 3 Holds, 2 of 3" in each, also in No 5 Hold aft.
 Main Water Circulating Pump Direct Bilge Suctions, No. and size One of 5" on Starboard Independent Power Pump Direct Suctions to the Engine Room Bilges,
 No. and size One of 2 1/2" on Portside 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 Sea Connections fitted direct on the skin of the ship Yes Are they fitted with 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 Overboard Discharges above or below the deep water line below.
 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 pass through the bunkers NIL How are they protected ✓
 What pipes pass through the deep tanks (No 4 Hold fore), Bilge pipes to No 1, 2 & 3 Holds Have they been tested as per Rule Yes
 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 Shaft Tunnel watertight Yes Is it fitted with a watertight door Yes worked from Main deck in E. Rm.

MAIN BOILERS, &c.—(Letter for record S.) Total Heating Surface of Boilers 2 MAIN BLS 5920 sq. ft. PLUS SPT. SURF. 2210 sq. ft.
 Which Boilers are fitted with Forced Draft 2 main & 1 auxy. Which Boilers are fitted with Superheaters the 2 main boilers
 No. and Description of Boilers 2 SB (spt) & 1 auxy. SB. Working Pressure 220 LBS/SQ. IN.
 SA REPORT ON MAIN BOILERS NOW FORWARDED? Yes Colongou Rpt No 67128.
 SA REPORT ON AUXILIARY BOILER FITTED? Yes If so, is a report now forwarded? Yes
 Can the donkey boiler be used for domestic purposes only ✓

PLANS. Are approved plans forwarded herewith for Shafting "B" type Standard Main Boilers 66. Auxiliary Boilers 15-5-46 Donkey Boilers ✓
 (If not state date of approval)
 Superheaters N.E. Mar. Standard General Pumping Arrangements 29-6-46 Oil fuel Burning Piping Arrangements 10th - 2 - 1947
Smoke Tube Type Pumping Arrangements in ENG Spaces 2-6-47. SPARE GEAR.
 Is the spare gear required by the Rules been supplied Yes
 Is the principal additional spare gear supplied As Specified.

THE NORTH EASTERN MARINE ENGINEERING CO. (1838) LTD.
 The foregoing is a correct description.

[Signature]
 DIRECTOR

Manufacturer.



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 Foundation

003549-003555-0007

Dates of Survey while building

During progress of work in shops - - (1946) Aug. 6, 16, 26 Sept. 11, 13, 20, 25 Oct. 1, 7, 9, 16, 25, 29 Nov. 5, 11, 14, 15, 22, 25, 26, 27, Dec. 11, 13, 16, 20, 23, (1947) Jan. 6, 8, 9, 16, 20, Feb. 5, 13, 25, Mar. 4, 13, 14, 21 Apr. 1, 2, 3, 9, (16, 1), 23, 24, 28, 29, 30

During erection on board vessel - - May 1, 2, 6, 16, 20, 28, June 10 July 9, 10, 11, 14, 15

Total No. of visits 62

Dates of Examination of principal parts - Cylinders 6-8-46 Slides 16-8-46 Covers 6-8-46

Pistons 16-8-46 Piston Rods 16-8-46 Connecting rods 16-8-46

Crank shaft 9-11-45 Thrust shaft 23-10-45 Intermediate shafts 1-10-46

Tube shaft ✓ Screw shaft 23-10-45 Propeller at ship 3-4-47

Stern tube at ship 10-11-46 Engine and boiler seatings 3-4-47 & 24-4-47 Engines holding down bolts 24-4-47

Completion of fitting sea connections 21-3-47 Boilers fixed 24-4-47 Engines tried under steam at sea 11-7-47

Completion of pumping arrangements 10-6-47 Thickness of adjusting washers PORT. BLR P.V. 3/8 S.V. 3/8 SP. 3/16 AUXY PORT. V. 5/16 BLR 7/16 3/8 (CENTRE) NA. 296

Main boiler safety valves adjusted 2-5-47 Crank shaft material forged Stl. Identification Mark ENR N° 3121 LLOYDS AW 23-10-45 Thrust shaft material M. Stl Identification Mark NA. 296

Intermediate shafts, material M. Stl Identification Marks LLOYDS 3526 A.P. 10895 L.C.D. PANOR. STL Identification Mark

Screw shaft, material M. Stl Identification Mark G.H.M. Steam Pipes, material S.D. Stl Test pressure 660 lbs. Date of Test 25-10-46

Is an installation fitted for burning oil fuel Yes ✓ Is the flash point of the oil to be used over 150° F. Yes ✓

Have the requirements of the Rules for the use of oil as fuel been complied with Yes ✓

Is the vessel (not being an oil tanker) fitted for carrying oil as cargo Yes ✓ If so, have the requirements of the Rules been complied with Yes ✓

If the notation for Ice Strengthening is desired, state whether the requirements in this respect have been complied with not desired ✓

Is this machinery duplicate of a previous case? ~~Yes~~ No ✓ If so, state name of vessel.

General Remarks (State quality of workmanship, opinions as to class, &c.)

The Machinery of this Vessel has been constructed ^{and fitted} under Special Survey in accordance with the approved plans and the Society's Rules. and the materials and workmanship are good.

The Thrust Shaft and four lengths of intermediate shafting are American Steel and were check tested for Brinell Hardness by POLDI MACHINE and found satisfactory. Copy of Test Results are enclosed.

The machinery was tested satisfactorily at sea under working conditions and is eligible, in my opinion, for record \pm LMC. 7.47, and the notation 2 SB (Spt) + 1 aux SB. 220 lbs. FD. Fitted for oil fuel 7.47, FP above 150° F. T.S. Cl

NEWCASTLE-ON-TYNE

The amount of Entry Fee ... £ - : : } When applied for 8 - AUG 1947

Special plus 25% for Specif. Super. £ 131 - 16 - 6 } 19

Donkey Boiler Fee ... £ : : } When received,

Travelling Expenses (if any) £ : : } 19

A Watt.
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute ... FRI. 19 SEP 1947

Assigned \pm LMC 7.47

FITTED FOR OIL FUEL 7.47 FLASH POINT ABOVE 150° F. F.D. C.L

2. SB 220 lb (Spt) 1 Aux SB. 220 lb.

