

REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

No. 21153

Date of writing Report 10-2-44 When handed in at Local Office 10-2-44 Port of Leith
No. in Reg. Book. Survey held at Leith Date First Survey 7-2-44 Last Survey 9-2-1944
9707 on the Machinery of the ~~Wood, Iron or Steel~~ "ASHANTI" (No. of visits 3)
Gross 534 Vessel built at Goole By whom Goole, J. B. & Refg. Co. Ltd. Year. Month.
Net 274 Engines made at Threlkington By whom Hyndgate & Holm, A. B. When 1936-5
Nominal 102 Boilers, when made (Main) Owners T. E. Evans & Co. Ltd. (Donkey) When 1936-7
Horse Power Managers Owners' Address (if not already recorded in Appendix to Register Book.)
No. of Main Boilers - If Surveyed Afloat or in Dry Dock General Stn. Wharf. Port. London Voyage
No. of Donkey Boilers -
Steam Pressure in Main Boilers -
in Donkey Boilers -
Last Report No. 21146 Port. Lth.

Particulars of Examination and Repairs (if any) Repairs.

Periodical Surveys, when held, must be reported in detail and serially 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 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?

" " Donkey " " "

If this was not done, state for what reasons

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.

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

Present condition of funnel(s)

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 the 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

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.

How done:- The 7-2 cylinder from forward examined when the liner was found cracked through the exhaust ports and the piston skirt cracked below the gudgeon pins. A new liner and piston skirt had now been fitted, the entablature was tested by hydraulic pressure after fitting the new liner and found tight. Cylinders replaced and the engine examined under working conditions and found in order. The reason could be obtained for the above breakdown. The water circulating pump and water circulating pipes have been examined. The limits recommended on this entablature should still hold good.

General Observations, Opinion, and Recommendation: The machinery of this vessel is now so far as been eligible, in my opinion, to remain as classed, without fresh record of survey, subject to 7-2 cylinder entablature being examined internally and externally before the end of June, 1944.

Survey Fee (per Section 20) £ : 2

Special Damage or Repair Fee (if any) (per Section 20) £ 2 : 2 : 0

Travelling expenses (if chargeable) £ : 2

Fees applied for 10-2-1944

Received by me, 19

Committee's Minute FRI. 25 FEB 1944

Assigned AS now

Engineer Surveyor to Lloyd's Register of Shipping.

W1176-0127

new cylinder liner & piston
- fitted.

It is submitted that
this vessel is eligible to
remain as CLASSED

The class is subject to
No. 2 entablature being
examined internally & externally
before the end of '64.

L.H.

21/2/44.

RETAIN

RETAIN



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