

girders, and of the inner bottom plating, especially in the boiler space.

Last Report, No. 2712 Port Lis.

100A1-1036

4m, 9, 35.

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Received by Chief Ship Surveyor

Received from Chief Ship Surveyor

VESSEL'S NAME

ASHANTI

Rpt.

Rot.

No. 26055.

The remarks of the Chief Ship Surveyor are desired on this case for the consideration of the Classing Committee.

("The endorsement to contain a succinct summary of any repairs that have been required and to show the cause or causes of such repairs, and also to bring out clearly any exceptional features in connection with the case, so that the Classing Committee may have all the salient points presented in the endorsement."—Extract from Sub-Committee's Report, 24/5/82.)

Nature of Survey

DAMAGE.

*in October, 1937 damaged
N^o 370109 - 15 280 sp. dia x 450 sp. - 410 BHP x 350 R.P.M.
fault by Humboldt Deutz motor in 1936
was replaced by N^o 1056 - 250 sp. x 420 sp. - 400 BHP x 335 R.P.M.
in 1937 - New motor shaft - 6 speed*

Damage through

grounding.

now repaired as follows:-

	Shell Plates	Main Frames	R Frames	Floors & Bracket Floors	Inner Bottom Plates	Deck Plates	Beams
Renewed	63	155		99			
Removed and faired or repaired.....	12	32		37			
Faired or repaired in place.....	11	103	126	34		4	3

Other items:-

Ship placed in dry dock, extensive renewals & repairs effected to centre girder, frame brackets, bulkheads, margin connections, tank top & margin plating &c. and the bottom coated.

It is submitted the vessel is worthy to remain as classed with record of Survey 10.37

100 A.1

10.37 Rot.

[Signature]



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Lloyd's Register

W1176-0128

Surveyor to Lloyd's Register of Shipping

Travelling Expenses (if chargeable) £ 5.00
Second Surveyor's Fee (if any) £

19.10.37 1026/10