

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

(Received at London Office

OCT 14 1937

Date of writing Report 4-10-37 When handed in at Local Office 19

Port of Rotterdam

No. in Reg. Book. Survey held at Rotterdam

Date, First Survey 3-6-37 Last Survey 1 Oct 1937

07209 on the Machinery of the Wood, Iron or Steel

M/R ASHANTI

(No. of Visits 11)

Tonnage Gross 334 Net 274

Vessel built at Gørlø

By whom Gørlø &amp; P. B. &amp; Co. Ltd. When 1936-5

Nominal Horse Power 102

Engines made at TROLLHATTAN

By whom NYQUIST &amp; HOLM, A.B. When 1936

No. of Main Boilers

Boilers, when made (Main)

(Donkey)

No. of Donkey Boilers

Owners J. L. van / Co. Ltd.

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

Port London Voyage Cardiff

Steam Pressure in Main Boilers

Managers

in Donkey Boilers

If Surveyed Afloat or in Dry Dock

(State name of Dock.)

Particulars of Classification (which must be inserted precisely as in Register Book &amp; Supplements).

Last Report No. Port

Particulars of Examination and Repairs (if any Damage and fitting new engine 100A-1036)

(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. H. 11-9-37.

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 Not required

Was a damage report made by anyone else? If so, by whom? Underwritten Surveyor.

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 ✓

Present condition of funnel 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 Boiler? ✓

Did the Surveyor examine all the mountings of the Main Boilers? ✓

, and of the Donkey Boiler? ✓

Has screw shaft now been drawn and examined? Yes Is it fitted with continuous liner? No

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

Has shaft now been changed? No 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 10.9.37. State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 7/32

Engine parts, when referred to by numbers, should be counted from forward.

Is electric light and/or power fitted? Yes

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

This vessel is reported to have sustained damage through stranding. It was agreed between the owners representative and the underwritten surveyor to replace the main engine by a new one on account of damage sustained by the engine room been flooded several times when the ship was ashore. (Please see Gørlø's report N° 11421. Eng N° 1056) A new 6 cylinder engine made by ABERN, Gørlø & Holm C.A.B. at Trollhattan has now been satisfactorily fitted, examined under working condition and found in order. Mainshaft examined and found in order. Stern tube drawn examined and afterwards replaced in new steamframe. Propeller and fastenings good. Sea cocks and valves examined and found in order.

General Observations, Opinion, and Recommendation:— The machinery being now

(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 L.M.C. 140 lb., F.D., &c.)

in order, I am of opinion that this vessel is eligible to remain as classed with fresh record of FLMC 10-37. NE. 10-37. notation TS seen 9-37

Survey Fee (per Section 29) 65.00

Fees applied for 4.10.1937

Special Damage or Repair Fee (if any) 75.00

Travelling expenses (if chargeable) 3.50

Received by me, 19.10.1937

Committee's Minute

FRI 22 OCT 1937

Assigned

T. Amb. 10.37

+ N.E. 10.37

CERTIFICATE WRITTEN 27.10.37

Engineer Surveyor to Lloyd's Register of Shipping.

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W1176-01312



Auxiliary motors, opened out, thoroughly overhauled, examined and found in order.

Pumps opened out examined and found in order.

Reversals examined and tested by hydraulic pressure and found in order.

Pumping arrangement examined and found in order.

Electric equipment overhauled, motor and dynamo rewound, and switchboards several parts renewed, all examined under working conditions and found good.

J. J. Selwa



Founding damage.  
New engine fitted.

It is submitted that  
this vessel is eligible for

THE RECORD.

+ 11/10/37

+ NE 10.37

89.37.

Amend engine  
particulars & makers  
name as given in  
T.E. Rept attached

GA

21/10/37



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