

COPY .

N^o 2982.

LLOYD'S REGISTER OF SHIPPING.
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G I B R A L T A R .
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7th November, 1944 .
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THIS IS TO CERTIFY that

W. B. Morritt

the undersigned Surveyor to this Society did at the request of the Owners Agents, Messrs London Coal Co, and by consent of the Master, Captain D. Morris, survey on the above and subsequent dates the British s/s "ASHBURY", 3901 tons gross, of Glasgow, whilst afloat, in a ballast condition on account of Main Condenser defects.

It was stated that 256 leaking tubes had been plugged since the vessel left U.K. and that sawdust had been used, on the passage from U.K. to Gibraltar via Huelva, and that heavy leakage occurred each time the Engines were stopped.

It was also stated that the condenser had been cleaned, on the steam side, by a patent process prior to the vessel commencing her present voyage.

The vessel arrived and anchored in the Bay of Gibraltar on 6/11/44.

For further particulars see Ship's Log Book.



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W230-0128(112)

ASHBURY".

I found and recommended as follows:-

Condenser.

g badly and a considerable number of tubes plugged.

ge number of the brass ferrule ends perished and broken - making the
tion of removal by the usual Tee handled key, impossible.

The vessel was going into the Mediterranean on coastal service and
to the bad state of the condenser it was recommended that this be put
icient order before the vessel proceeded from Gibraltar to take up
tended service.

The necessary tubes and ferrules to carry out the reconditioning
ot available here and a full set were ordered by cable from U.K.

On 22/11/44 information from U.K. indicated that the material:
ted would not be available for a considerable length of time, and
les, as to the possibility of the vessel being put into a fit condit-
load a cargo in the vicinity of Gibraltar and to proceed to a Home
vere made.

In view of the fact that the intended six months Mediterranean
e has been abandoned, that no material: for renewals are available here
become available from U.K. for a considerable time, that the condit-
the condenser does not lead itself to anything but a complete over-

It is now recommended that the vessel be given all the fresh water
mires for boiler use on the passage, and sawdust to stop the leaks
condenser, and that she be allowed to load a cargo at a nearby Port
proceed to a U.K.Port where the condenser be reconditioned to the
ction of the Society's Surveyors.

W. B. Morritt

W. B. Morritt M.I.Mar.E.
Surveyor to Lloyd's Register.

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