

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

(Received at London Office

5 - JUL 1954)

Date of writing Report 17th. June 1954. When handed in at Local Office 17th. June, 1954. Port of Basrah.

Survey held at Kuwait. Date First Survey 11th. June, Last Survey 14th. June, 1954. (No. of Visits 4)

the Machinery of the ~~Woods~~ Steel S. Tanker "ANDROS VENTURE"

17844 Vessel built at Lewis, P.Q. By whom Davie S.B. & Repairing Co. Ltd. When - -

13280 Engines made at Lynn, Mass. By whom General Electric Co., When - -

Boilers, when made (Main) - (Donkey) - -

Owners Andros Shipping Co. Ltd., Owners' Address - -

Managers Atlantic Shipping Agencies, Ltd., Port Montreal Voyage to U.S.A.

If Surveyed Afloat or in Dry Dock Mina-al-Ahmedi, Kuwait Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

Boilers - 675

Boilers - 9906. Port Intl.

of Examination and Repairs (if any) for Boiler Repairs (Int. Cert.) IOOA.I. 11.53

(Class content plated). LMC 11.53

where the Surveyor has not made a special damage report he is required to state whether he offered his

this purpose, and why they were declined. Yes services accepted.

report made by anyone else? If so, by whom? No.

personally go inside each Main Boiler separately and make a through examination at this time? Stbd only

Donkey " " " "

What reasons - - - - - What parts of the Boilers could not be thus thoroughly examined? - - - - -

means, in the absence of internal examination, were adopted by the {

assure himself of the thorough efficiency of those parts of each Boiler? Present condition of funnel(s) - - - - -

of internal examination of each boiler? - - - - - To what pressure were they afterwards adjusted under steam? - - - - -

examine the Safety Valves of the Main Boilers? - - - - - To what pressure were they afterwards adjusted under steam? - - - - -

examine the Safety Valves of the Donkey Boilers? - - - - - and of the Donkey Boilers? - - - - -

examine all the manholes, doors and their fastenings of the Main Boilers? - - - - - and of the Donkey Boilers? - - - - -

examine the drain plugs of the Main Boilers? - - - - - and of the Donkey Boilers? - - - - -

examine all the mountings of the Main Boilers? - - - - - and of the Donkey Boilers? - - - - -

shaft now been drawn and examined? - - - - - Has it a continuous liner? - - - - - Is an approved oil retaining appliance fitted at the after end? - - - - -

been changed? - - - - - If so, state reasons - - - - - Has the shaft now fitted been previously used? - - - - - Has it a continuous liner? - - - - -

oil retaining appliance fitted at the after end? - - - - - State date of examination of Screw Shaft - - - - - State the wear down in the - - - - -

Is electric light and/or power fitted? - - - - - If so, did the Surveyor examine the generators, motors, switchgear cables and fuses? - - - - -

resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? - - - - -

then referred to by numbers, should be counted from forward. Auxiliary machinery should be referred to by position in Machinery Space.

not complete, state what arrangements have been made for its completion and what remains to be done. All plugged and distorted screen

and No. I. back wall riser tube are to be renewed on the vessels arrival in the United States

is now proceeding.

vessel examined afloat, the starboard Foster Wheeler boiler examined internally and externally

in forward tube of the fire now of screen tubes found split. for approximately 9" at its

height. The tube being split longitudinally in what appeared to be a slight defect running the

entire length of the tube. Due to the burst tube a number of other tubes in the vicinity were

damaged, the worst distorted tubes now being dealt with.

The following tubes cut out and tube holes in drums plugged. All screen tubes, numbered

1st Row Nos. 4, 5 and 6. 2nd Row Nos. 8, 9, & 10. 3rd. Row No. 9 from forward excluding

corner tube, The boiler tested under hydraulic pressure and due to the uneven expanding

it was found necessary to seal weld the plugs on the fire side. During the hydraulic

observations, Opinion, and Recommendation: - - - - -

state 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

alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, BS 9.11, B&MS 9.11, LMC 9.11 or

140 lb., FD, &c.)

The Machinery of this ship as far as now seen is in an efficient condition and eligible in

to remain as now classed without fresh record of survey: subject to all plugged and

distorted screen tubes and to the No. I back wall riser tube in the starboard boiler being renewed

on vessels arrival in the United States where she is now proceeding.

Survey Fee (per Section 23) Int. Cert. Rs. 209-II
Report I04-I3
Special Damage Fee (if any) £ 266-04
Repair (per Section 23.) £ I10-08
Travelling expenses (if chargeable) £

Fees applied for, 19
Received by me, 19

Engineer Surveyor to Lloyd's Register of Shipping.

THURSDAY 21 OCT 1954

Committee's Minute
Assigned
Winkdown

As now subject
Deferred

Lloyd's Register Foundation
012027-012031-0041 1/2

Insert Character of Ship and Machinery precisely as in the Register Book

"ANDROS VENTURE".

test No. I riser tube of the upper back water wall found split circumferentially in the expanding of the tube in the header. The tube now seal welded to the header, boiler re-examined under hydraulic test of 600 lbs per sq inch and found in order. The boiler further examined under steam pressure of 600 lbs per sq. inch and found in order.

It was recommended that all plugged and distorted screen tubes and the No. I back wall riser tube in the starboard boiler are to be renewed on the vessels arrival in the United States where she is now proceeding. The Starboard Boiler being considered efficient in the meantime.

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