

by Chief Engineer Surveyor.....

Received from Chief Engineer Surveyor.....

S NAME "ANDROS VENTURE"

REPORT

Mtl 9906
 N.Yk 52405
 Tto 2226
 Ros 4473
 Bos 4472

No.

marks of the Chief Engineer 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, 24/5/92.)

Type of Engine 2 Steam Turbines with DR Gearing to Screwshaft

H.S. 20980 sq. ft.

New MN 2750

If Boilers fitted with forced draught Yes

Tail Shaft. If fitted with a continuous liner Yes

If fitted with an outside gland of approved type No

The torsional vibration characteristics of the main propelling machinery were approved in the Secretary's letter of 14.8.53. for a service speed of 100 RPM and a maximum speed of 103.2 RPM.

The main engines and turbo-generators were built under the survey of the American Bureau of Shipping and were completed under the Special Survey of Lloyd's Surveyors. All the principal forgings and castings appear to have been tested only by the A.B.S. and it is considered that the distinguishing mark * should not be assigned in this case.

The boilers were built under Lloyd's Survey.

This vessel's machinery appears to have been built in accordance with the Rules and the approved plans, and it is submitted she is eligible to be classed LMC 11,53

"Fitted for oil fuel 11,53 FP above 150°F"
 "Carrying Petroleum in Bulk"
 2 W.T.B. 675 lb. (Spt 635 lb.)

Note for SRL:- Economisers to be examined at each B.S.
 Air receivers to be examined at S.S.
 Steam generator (WP 125 lb.) to be considered at Scotch boiler for survey purposes.

The Montreal Surveyors should be requested to forward for record purposes "as fitted" drawings of the pumping and piping plans on completion of the sister vessel Yard No. 596.

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