

S. S. "AVANT GARDE".

This vessel was recently built under Special Survey in the Hull District for French Owners. The machinery was reported to be in good condition, the materials and workmanship being sound and good.

The Havre Surveyors reported that they had been requested by the Owners to examine the L.P. cylinder and that in their opinion its condition was not good.

Mr. Carnaghan, a Senior Engineer Surveyor on the London Staff, proceeded to Havre to examine the cylinders and he reported that both the M.P. and L.P. cylinders were slightly defective, the defects, however, were not of such a nature as to affect the safety of the vessel, although it was possible that they might become the cause of undue wear of the piston rings and cylinder walls. He stated that they were not of such a nature as to affect the classification of the machinery, but in his opinion the cylinders should not have been accepted without the consent of the Owner.

The Surveyor, under whose survey the machinery was constructed, states that the first L.P. cylinder made for the vessel was condemned for unsoundness, and that the present cylinder was transferred from sister Engines being made at the same time for another vessel. That he and the Builders Manager jointly agreed to this and to using the M.P. cylinder, in which some slight defects existed, which, however, were not of such a character as in their opinion to warrant the condemnation of the cylinder. The Surveyor at the time advised that the attention of the Owner's representative should be drawn to the matter, but he was afterwards informed that this gentleman was not coming to this Country until the engines were fitted on board.



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As the cylinders had been found to be tight under test he considered they should be accepted as otherwise there would have been delay in the completion of the machinery.

The Owners now write and ask to be supplied with Mr. Carnaghan's report.

It is submitted that copies of Mr. Carnaghan's Report, dated the 11th March, and of Mr. McKillop's letter, dated 15th March, should be sent to the Owners.

Copies of the letter to Owner, with its enclosures, should be sent to the Havre Surveyors for their information and to the Hull Surveyors, who should be asked to communicate the contents to Messrs. Amos & Smith.

J.M.
31.3.21.

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