



14 JUN 1954 E

Chief Engineer Surveyor

Received from Chief Engineer Surveyor

NAME

"ASTRO" ex "ARTIST"

REPORT

Msl.

11.034C

Msl.

No. 11.034A

Msl.

11.034B

remarks 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, 24/5/52.)

~~REPAIRS TO ENGINES AND BOILERS DUE TO DAMAGE THROUGH~~

This case is stated in previous endorsements and correspondence.

A Special Survey for classification commenced 5.47 has now been completed, and re-examination of parts made for an up to date record as agreed. See letter 30. 1. 51.

On account of damage received through fouling the bank in the Manchester Canal, propeller repairs have been effected.

Vessel dry docked. Screwshaft withdrawn and examined. Sea cocks examined. A new propeller fitted.

All main and auxiliary machinery opened out and reconditioned. Shafting scantlings checked. Parts renewed including all copper blast air pipes. The main engine exhaust valve chests found wasted also spare gear found deficient. The Surveyor recommends these be dealt with by 6.51.

The Rules in force at time of building vessel did not require calculation of torsional vibration characteristics and it has been decided no action will be taken in this respect unless desired by the Owners.

Pumps and pumping arrangements inside and outside machinery spaces examined, fitted in accordance with approved plans, the Rule requirements and Secretary's letters.

Electrical installation fitted in accordance with Rule requirements, approved plans and Secretary's letters, and flame proof fittings in pump rooms and generators' main cables amended as recommended. A number of cables not lead sheathed as required, but it is agreed that these should be dealt with by 12.51, together with their fittings.

The requirements for notation of carrying petroleum in bulk have been carried out, subject to amendments as agreed above. See letter dated 14. 12. 50.

First Entry Reports now submitted for machinery and electrical installations.

IT IS SUBMITTED that this vessel is eligible  
for the record LMC 1.51,  
S 11.50,

"Carrying Petroleum in Bulk".

The class is now subject to the main engine exhaust valves chests being renewed and the machinery spare gear being brought up

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