

# 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"

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

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

(State name of Dock.) Particulars of Classification (which must be inserted precisely as in Register Book &amp; Supplements)

CHARACTER.	Years assigned now expired.	Machinery and Boiler Surveys (including date of N.E., if any)
* for Special Survey, Date of last Survey and of Periodical Surveys.		

100A.I. 11.53	LMC 11.53
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(Class content plated).

Carrying petroleum in bulk W.T.B.

2 tons for oil fuel 11.53 F.A. above 150 T

SEE SPL. NOTE S.R.L. (MADHY)

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?

of internal examination of each boiler? Present condition of funnel(s)

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? To what pressure were they afterwards adjusted under steam?

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?

Shaft 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?

When 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

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

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

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

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

d, the worst distorted tubes now being dealt with.

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

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

uncomer tube. The boiler tested under hydraulic pressure and due to the uneven expanding

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

Observations, Opinion, and Recommendation:—

Early 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, &amp;c.; thus, for example, BS 9.11, B&amp;MS 9.11, LMC 9.11 or

140 lb., FD, &amp;c.)

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

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

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

Survey Fee (per Section 23) Int. Cert. Rs. 209-11

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Special Damage Fee (if any) £ 266-04

Repair (per Section 23.) £ 110-08

Travelling expenses (if chargeable)

Fees applied for, 19

Received by me, 19

Committee's Minute

Assigned

THURSDAY 21 OCT 1954

Engineer Surveyor to Lloyd's Register of Shipping.



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.

*[Handwritten signature]*