

COPY

# LLOYD'S REGISTER OF SHIPPING

UNITED WITH THE BRITISH CORPORATION REGISTER

71, Fenchurch Street, London, E.C.3

Telegrams: Committee, Fen, London

Telephone: ROYal 3551 (6 Lines)

AIR MAIL

1st July, 1954.

Dear Sir,

Classn(S)

RJS

We have recently received in this Office Quebec First Entry Report on the tanker "ANDROS VENTURE" which was built at the Davis Shipbuilding & Repairing Co. Ltd., for the Andros Shipping Co. Ltd., It was observed in this case that Mr. Barrie, reporting on the turbine machinery which was made at Lynn, Mass. by the G.E.C., only paid three visits on April 24 and May 6th and 7th 1953, and stated in his Report No.4472 as follows:-

"This machinery has been completed under Special Survey in accordance with approved plans. The forgings and castings were tested by A.B.S. Surveyors and for particulars of tests, please refer to the attached report. The workmanship and materials are good. The turbines and gears have been tried out in the shop under no load conditions and found satisfactory. The unit has been forwarded to the Davis Shipbuilding and Repairing Co. Ltd., Levis, Quebec, Canada."

Our first reaction to this was to withhold the \* from the LMC record, but Mr. Riddell now points out that the Owners expected the \* and in this connection he quotes the cases of the previous ships built at Quincy, Mass. viz., the "ANDROS HILLS" and "ANDROS ISLAND", N.Yk. Report Nos. 52639 and 52406.

On looking into the question, however, we find no reference in the machinery reports of these ships to the principal forgings having been inspected only by the American Bureau. As far back as April 1952 Mr. Riddell wrote the Canadian Owners and sent you a copy of his letter in which he quoted an inclusive fee for the two jobs to be built in Canada, and at the same time stated the fee~~ing~~ would cover the testing of the hull steel, and the survey under construction of the hull, machinery and generating equipment.

Perhaps therefore you will let me know as soon as possible why, in the case under review, the machinery was not built under survey as arranged.

It occurs to me, however, that as Mr. Barrie is a Non-Exclusive Surveyor, it might have been that he only

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arranged to undertake completion of the job in April 1953.  
If so, and if someone else attended the survey of the  
machinery prior to this, please arrange for a first  
entry report to be forwarded immediately as the matter  
is now assuming great urgency.

Yours faithfully,

Clerk to the  
Classification Committee

The Secretary,  
NEW YORK.



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