

*presumably called A.M.P. 40.41 -*  
Two 100 ton Wood Barges built by Messrs A. Court & Co. at  
Constitution, Chili, for the Valparaiso branch of the Anglo  
Mexican Petroleum Co. Ltd.

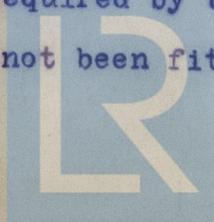
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The barges are intended for Harbour Service only, for the  
carriage of petroleum in bulk in a large portable tank in hold.

Plans of these vessels together with sheets of  
particulars of scantlings &c., were considered in February  
last, when the Valparaiso Surveyor was informed that in order  
to render these vessels eligible for classification, it would  
be necessary for the boiler room to be isolated in a steel,  
or steel lined compartment, a steel bulkhead fitted at the fore  
end of the boiler room, a bulkhead dividing the boiler room  
and pump room from the accommodation aft, and the floor of the  
latter compartment, made gastight and Section 49 (now Sect. 35)  
of the Rules for steel ships relating to the burning and  
carrying of oil fuel be complied with.

The Surveyor was asked to state whether these  
requirements could be complied with, when the case would again  
be considered. Subsequently a letter was received from the  
Surveyor from which it appeared that the requirements ab-ove  
mentioned have been carried out except that relating to the  
isolation of the boiler room, and in the Secretary's letter  
of the 26th July last he was asked to furnish information  
on this point, and to forward a First Entry report together  
with details of scantlings &c., and to state what provisions  
have been made to protect the woodwork in the boiler room  
from saturation by oil and against fire.

The First Entry report has now been received, and  
in the letter accompanying the report the Surveyor states  
that the isolation of the boiler room and the protection of  
the woodwork has been satisfactorily effected by steel plate  
bulkheads and firebrick floors.

Diagonal plates required by the Rules to be fitted  
on the outside of frames have not been fitted, but are



compensated for by the substantial side stringers and rubbing pieces in the vessels.

The equipment placed on board compared with that required for a sailing vessel of similar size is as follows:-

	<u>RULE.</u> <u>cwts.</u>		<u>ON BOARD.</u> <u>cwts.</u>	
Bower anchor	4 $\frac{1}{4}$ ex stock		4 ex stock	<i>see letter ↓ from Anglo 25/9/23. 1-5 cwt 1-2 cwt</i>
" "	4 $\frac{1}{4}$ " "		4 " "	
Stream "	1 $\frac{1}{4}$ " "		2 $\frac{1}{4}$ " "	
Kedge "	$\frac{1}{2}$ " "		---	
Chain Cable.	120 fms. of 12/16".		90 fms. of 1".	<i>40 fms 3/4 170 fms 1"</i>
Stream Chain.	45 " " 8/16".		-----	
Hawsers.	75 " " 5 $\frac{1}{2}$ ".		60 fms. of 5 $\frac{1}{2}$ ".	<i>18 fms short line down</i>
	75 " " 3".		60 " " 3 $\frac{1}{2}$ ".	

In view of the vessels being intended for Harbour Service only, it is considered the equipment supplied is sufficient. The certificates, however, do not appear to have been examined by the Valparaiso Surveyor, but to have been retained by the Anglo-Mexican Petroleum Company in their London Office.

The plans and First Entry Report have been examined, and it is considered the scantlings are equivalent to the Committee's requirements for a vessel of this size.

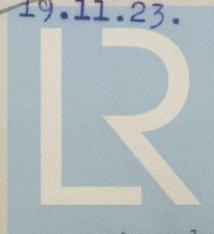
It is submitted the vessels are worthy to be classed 12A "For Harbour Purposes", "Carrying petroleum in portable tank".

In regard to the equipment, the London Office of the Anglo-Mexican Petroleum Co. might be advised of the statement of their Agents in Valparaiso, and requested to forward the Certificates to this Office for examination and comparison with the particulars reported.

Copies of Gls. reports  
Nos. 41078/9 should be sent  
to the Surveyor at  
Valparaiso for completion.

*[Signature]*  
19.11.23.

*[Signature]*



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