

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.

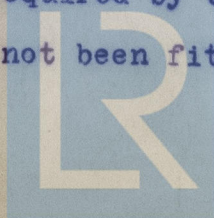
The barges are intended for Harbour Service only, for the
carriage of petroleum in bulk in a large portable tank in hold.

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 above
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



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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	see letter ↓ from Anglo 24/9/23.
" "	4 $\frac{1}{4}$ " "		4 " "	1-5 cwt
Stream "	1 $\frac{1}{4}$		2 $\frac{1}{4}$	1-5 cwt
Kedge "	$\frac{1}{2}$		---	
Chain Cable.	120 fms. of 12/16".		90 fms. of 1".	40 fms 3 $\frac{1}{4}$ " 170 fms 1"
Stream Chain.	45 " " 8/16".		-----	
Hawsers.	75 " " 5 $\frac{1}{2}$ ".		60 fms. of 5 $\frac{1}{2}$ ".	18 fms short link chain
	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.

19.11.23.

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