

S.O.

Letter
attached
T.M. 172

Extract from New York letter dated 5th April, 1937.

Barges "TEXACO 171". N.Yk.37381)
"TEXACO 172". N.Yk.37382).

As stated in the First Entry report on the hull of the above barges, cement is not fitted in the inner surface of the bottom shell plating. The Surveyor states that the forward cargo hold will only be used for the carriage of petroleum products and that the small boiler is used solely for heating the coils, and in addition is well lagged all around. In view of these statements coupled with the fact that the inner surface of the bottom plating in those spaces is in very good condition considering the age of the vessels, it is the Surveyor's opinion that cement need not be insisted upon.

As stated above, the forward hold is used exclusively for petroleum products and it is therefore considered that this space may act as a cofferdam.

It is regretted that there are conflicting dates of build on the reports in the case of the "TEXACO 171". This vessel was launched on the 18th September, 1920, but was not completed until 1921.

The boilers in those barges were tested to a hydrostatic pressure of 225 lbs. per square inch, which corresponds to a working pressure of 150 lbs. per square inch, but at the request of the Owners, the safety valves were adjusted to 125 lbs. per square inch.



© 2020

Lloyd's Register
Foundation

008137-008145-0205

Mr. [unclear]
Mr. [unclear]

In Mr. [unclear]

mk S.O. letters 5/4/37
16.4.37

The endorsement on
submitted to state what Rodles the
measure should be asserted in the
having in view of some of the amendments for 15th



© 2020
Lloyd's Register
Foundation