

No. of space or space  
between Tonnage L

s. s. "BOU REGREG".

To class 100 A.1. "For coasting service between Moroccan  
Coast and Lisbon", "Carrying Petroleum in Bulk"

-----

This vessel was built in 1925 by Messrs. Philip &  
Son Ltd., at Dartmouth to the classification of the Bureau Veritas.

It is now proposed to transfer the class of this  
vessel to this Society.

Plans of general pumping arrangement, oil fuel  
burning piping arrangement, steam and exhaust pipe arrangement  
and boiler have been examined and found to be in general  
accordance with the requirements of the Society's Rules.

The Gibraltar Surveyor has forwarded a report on  
the machinery of this vessel and it is considered that, subject  
to satisfactory replies being received to the questions detailed  
below, the machinery of this vessel could be accepted for  
classification with this Society.

IT IS SUBMITTED the Gibraltar Surveyor be informed  
that the plans of general pumping arrangement, oil fuel burning  
piping arrangement, steam and exhaust pipe arrangement, and boiler  
have been examined and his attention should be drawn to the  
following:-

(1). Oil fuel burning piping arrangement.

The oil fuel bunker drain cocks should be of the  
self closing type. If this is not the case arrangements should  
be provided for locking the cocks shut.

(2). Steam and Exhaust Pipe Arrangement.

It is noted that drainage arrangements for the steam pipes  
are not shown on the plan. The Surveyor should be satisfied  
that <sup>the requirements of</sup> Section 7, Clause 2 of the Rules for Engines and Boilers  
(1934-35) are complied with. In this connexion it should be  
pointed out that according to the arrangement shown on the plan  
there appears to be a drop of about 16 inches in the main steam  
pipe between the main stop valve on the boiler and the engine  
stop valve.

(3). Plan of Boiler.

The plan of boiler meets the requirements of the Rules.



The Surveyor should be requested to ascertain the scantlings of the boiler and the size of the safety valves, and forward a detailed report on Form 5(a).

With reference to the Surveyor's report on the machinery of this vessel (Cadiz Report No.1447) it is noted it is stated that two independent power driven pumps are connected to the main bilge line (i.e. one 6" x 4" x 6" and one 6" x 8" x 6"). According to the pumping plan only the ballast pump in the engine room appears to be connected to the main bilge and the Surveyor should be asked to state to what pumps his report refers.

Return plans.

Retain photostatic copies.

L 24/12/34

*[Signature]*

*[Signature]*

*[Signature]*  
20.12.34.  
*[Signature]*



© 2020

Lloyd's Register  
Foundation

0143 2