

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 ^{the requirements of} 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.

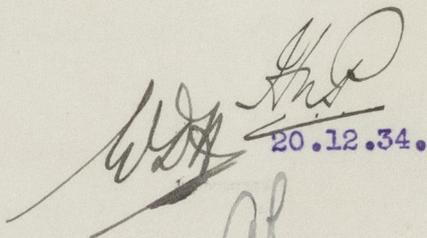
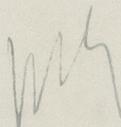
The Surveyor should be requested to ascertain the scantlings of the boiler and the size of the safety valves, and forward a detailed report on Form 5(a).

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.

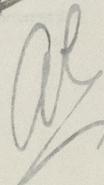
Return plans.

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