

REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

(Received at London Office)

Date of writing Report 8th March 1955 When handed in at Local Office 8th March 1955 Port of NAPLES
No in Reg. Book. Survey held at Taranto Date First Survey 3rd March Last Survey 5th March 1955
(No. of Visits three)
52922 on the Machinery of the Steel Twin Sc. M/T "BARBARA"

Gross 9825 Vessel built at Hamburg By whom Deutsche Werft A.G. Year. Month. When 1939 3mo
Net 5747 Engines made at Augsburg By whom MAN When 1939
N As Per Rule 1167 Boilers, when made (Main) — (Donkey) 1939
o. of Main Boilers — Owners Enrico Insom Owners' Address —
S " " " " (if not already recorded in Appendix to Register Book.)
o. of Donkey Boilers 2DB 2wt Managers — Port Rome Voyage —
Team Pressure — If Surveyed Afloat or in Dry Dock both.
in Main Boilers — (State name of Dock) Bacino Ferrati Navy Yard.
in Donkey Boilers 171 lbs

Particulars of Examination and Repairs (if any) Dkg & Damage repairs.
Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the use of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be briefly summarised at the end of the report. State also the dates and initials of any letters respecting this case.

Damage cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose, and why they were declined services offered but declined.
Was a damage report made by anyone else? If so, by whom? underwriters surveyors.

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? —
" " " " " " " " no
not, state for what reasons not due What parts of the Boilers could not be thus thoroughly examined? —

What special means, in the absence of internal examination, were adopted by the Surveyor to assure himself of the thorough efficiency of those parts of each Boiler? —
State latest date of internal examination of each boiler — Present condition of funnel good

Did the Surveyor examine the Safety Valves of the Main Boilers? — To what pressure were they afterwards adjusted under steam? —
Did the Surveyor examine the Safety Valves of the Donkey Boilers? — To what pressure were they afterwards adjusted under steam? —
Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? — and of the Donkey Boilers? —
Did the Surveyor examine the drain plugs of the Main Boilers? — and of the Donkey Boilers? —
Did the Surveyor examine all the mountings of the Main Boilers? — and of the Donkey Boilers? —
Has the screw shaft now been drawn and examined? no Has it a continuous liner? — Is an approved oil retaining appliance fitted at the after end? —
Has shaft now been changed? — If so, state reasons — Has the shaft now fitted been previously used? — Has it a continuous liner? —
Is an approved oil retaining appliance fitted at the after end? — State date of examination of Screw Shaft — State the wear down in the stern bush P 1.7; S 2 m/m Is electric light and/or power fitted? yes If so, did the Surveyor examine the generators, motors, switchgear cables and fuses? no
Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? not tested.
Engine parts, when referred to by numbers, should be counted from forward. Auxiliary machinery should be referred to by position in Machinery Space.

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done Survey complete.

HOW DONE: For damage stated caused by heavy weather encountered during a voyage from Messina to Marseille (coming from Mena Al Ahmadi) on 21st February 1955.
Vessel placed in dry dock, propellers, after end of the stern tubes and the outside fastenings of the sea connections examined and found, or made in good condition.
It has been stated that the heavy weather encountered caused the extension of a crack to the casing of the main engine circulating pump, previously repaired, and an unusual loss of oil from the two thrust bearings, and the unusual shaking of the two intermediate shaft bearings port and starboard.

DAMAGE REPAIRS NOW EFFECTED: The casing of the main engine centrifugal circulating pump has now been renewed. The sea connections outside gratings, found distorted and set in and with some securing lugs distorted or torn, have now been renewed or repaired as required.
The two thrust bearings have been opened, examined and the bronze sealing rings have been cleaned and properly refitted.
The two last intermediate shaft bearings have been removed, examined and found in order and refitted after the repairing of the two seating found fractured.

General Observations, Opinion, and Recommendation:—

(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, etc.)

This vessel's machinery is eligible, in my opinion, to be continued as now classed without fresh record of Survey.

Annual Class

Survey Fee (per Section 23) Dkg. Lit. 3.400. Fees applied for, 19
Repair Fee (if any) £ 10.500. Received by me, 19
(per Section 23.)
Travelling expenses (if chargeable) £ : :

Please see Rpt 8

Committee's Minute

Assigned

FRIDAY 15 APR 1955

as now

[Signature]
Engine Surveyor to Lloyd's Register of Shipping.
Lloyd's Register Foundation

010675-010686-0085

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