

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office JUL 12 1939

Date of writing Report 30th JUNE 1939. When handed in at Local Office 5th JULY 1939. Port of Greenock

No. in Survey held at Greenock Date, First Survey 15th MAY 1939. Last Survey 4th July 1939
 Reg. Book. on the BARBOSA (Number of Visits 21) Tons } Gross 193.37
 Net 63.01

Built at Greenock By whom built Geo. Brown & Co. Yard No. 2/2 When built 1939-7

Engines made at Newbury By whom made Plenty & Son Ltd. Engine No. 2770 When made 1939

Boilers made at Glasgow By whom made Alex. Anderson & Sons Ltd Boiler No. 3540 When made 1939

Registered Horse Power _____ Owners Anglo Saxon Petroleum Co Ltd Port belonging to London

Nom. Horse Power as per Rule 46.27 Is Refrigerating Machinery fitted for cargo purposes No. Is Electric Light fitted Yes

Trade for which Vessel is intended Coastal between Quinceo and Panama Canal.

ENGINES, &c.—Description of Engines

| | | | |
|---|--|--|--|
| Dia. of Cylinders | Length of Stroke | No. of Cylinders | Revs. per minute |
| Crank shaft, dia. of journals | Crank pin dia. | Mid. length breadth | No. of Cranks |
| as per Rule | | shrunken | Thickness parallel to axis |
| as fitted | | Mid. length thickness | Thickness around eye-hole |
| Intermediate Shafts, diameter | Thrust shaft, diameter at collars | | |
| as per Rule | as per Rule | | |
| as fitted | as fitted | | |
| Tube Shafts, diameter | Screw Shaft, diameter | Is the { tube } shaft fitted with a continuous liner { screw } | |
| as per Rule | as per Rule | | |
| as fitted | as fitted | | |
| Bronze Liners, thickness in way of bushes | Thickness between bushes | Is the after end of the liner made watertight in the propeller boss | |
| as per Rule | as per Rule | | |
| as fitted | as fitted | | |
| If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner | | | |
| If the liner does not fit tightly at the part between the bearings in the stern tube, is the space charged with a plastic material insoluble in water and non-corrosive | | | |
| If two liners are fitted, is the shaft lapped or protected between the liners | | | |
| Is an approved Oil Gland or other appliance fitted at the after end of the tube shaft | | | |
| Length of Bearing in Stern Bush next to and supporting propeller | | | |
| Propeller, dia. | Pitch | No. of Blades | Material |
| | | | whether Movable |
| | | | Total Developed Surface |
| | | | sq. feet |
| Feed Pumps worked from the Main Engines, No. | Diameter | Stroke | Can one be overhauled while the other is at work |
| Bilge Pumps worked from the Main Engines, No. | Diameter | Stroke | Can one be overhauled while the other is at work |
| Feed Pumps | No. and size <u>2 Rams 1 3/4" & 1-4" x 6" x 7" (Weirs)</u> | Pumps connected to the Main Bilge Line | No. and size <u>2-1 3/4" Rams and One (65 pump) 6x5x6"</u> |
| | How driven <u>Down Driven</u> | | How driven <u>Steam Driven</u> |
| Ballast Pumps, No. and size <u>One 6x5x6"</u> | Lubricating Oil Pumps, including Spare Pump, No. and size | | |
| Are two independent means arranged for circulating water through the Oil Cooler | | | |
| Bilge Pumps;—In Engine and Boiler Room <u>One Direct ER. 2 1/4"</u> | | Suctions, connected to both Main Bilge Pumps and Auxiliary | |
| In Pump Room | | In Holds, &c. <u>3-2"</u> | |
| | | <u>1-Forward Hold 2"</u> <u>1-Cofferdam -2"</u> <u>1-Aft Hold 2"</u> | |

REPORT NO 107426

LONDON

Main Water Circulating Pump Direct Bilge Suctions, No. and size One - 4" Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size One - 2 1/4"

Are all the Bilge Suction Pipes in holds and tanks well fitted with strum-boxes Yes

Are the Bilge Suctions in the Machinery Space led from easily accessible mud-boxes, placed above the level of the working floor, with straight tail pipes to the bilges Yes

Are all Sea Connections fitted direct on the skin of the ship Yes Are they fitted with Valves or Cocks Both

Are they fixed sufficiently high on the ship's side to be seen without lifting Yes Are the Overboard Discharges above or below the deep water line Above

Are they each fitted with a Discharge Valve always accessible on the plating of the vessel Yes Are the Blow Off Cocks fitted with a spigot and brass covering plate Yes

What Pipes pass through the bunkers None How are they protected _____

What pipes pass through the deep tanks _____ Have they been tested as per Rule _____

Are all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times Yes

Is the arrangement of Valves and their connections such as to prevent the possibility of water passing from the sea or from water tanks into the cargo or machinery spaces, or from one compartment to another Yes Is the Shaft Tunnel watertight None Is it fitted with a watertight door _____ worked from _____

MAIN BOILERS, &c.—(Letter for record S) Total Heating Surface of Boilers 924.5 sq. ft.

Is Forced Draft fitted Yes No. and Description of Boilers One Cylindrical Multitubular Working Pressure 140 lbs 10"

IS A REPORT ON MAIN BOILERS NOW FORWARDED? Yes

IS A DONKEY BOILER FITTED? No If so, is a report now forwarded? _____

Is the donkey boiler intended to be used for domestic purposes only _____

PLANS. Are approved plans forwarded herewith for Shafting Yes Main Boiler Yes Auxiliary Boilers _____ Donkey Boilers _____

(If not state date of approval)

Superheaters _____ General Pumping Arrangements Yes Oil fuel Burning Piping Arrangements Yes

SPARE GEAR.

Has the spare gear required by the Rules been supplied London Report No 107426

State the principal additional spare gear supplied _____

The foregoing is a correct description,

Manufacturer.



NOTE.—The words which do not apply should be deleted.

During progress of work in shops - -
 Dates of Survey while building (1939) MAY 15. 16. 19. 25. 31. JUNE 1. 5. 7. 8. 12. 15. 20. 22. 23. 24. 28. 29. 30. JULY 1. 3. 4.
 During erection on board vessel - - -
 Total No. of visits 21.

Dates of Examination of principal parts—Cylinders Slides Covers
 Pistons Piston Rods Connecting rods
 Crank shaft *London Report No. 107426* Intermediate shafts
 Tube shaft Screw shaft Propeller
 Stern tube 19/5/39 Engine and boiler seatings 16/5/39 Engines holding down bolts 7/6/39
 Completion of fitting sea connections 25/5/39
 Completion of pumping arrangements 3/7/39 Boilers fixed 8/6/39 Engines tried under steam 4/7/39
 Main boiler safety valves adjusted 1/7/39 Thickness of adjusting washers PORT 1/32 STARBOARD 1/32
 Crank shaft material Identification Mark Thrust shaft material Identification Mark
 Intermediate shafts, material Identification Mark *London Report No. 107426* Identification Mark
 Screw shaft, material Identification Mark Steam Pipes, material S.D. STEEL Test pressure 420 LBS Date of Test 23/6/39
 Is an installation fitted for burning oil fuel Yes Is the flash point of the oil to be used over 150° F. Yes
 Have the requirements of the Rules for the use of oil as fuel been complied with Yes
 Is the vessel (not being an oil tanker) fitted for carrying oil as cargo No If so, have the requirements of the Rules been complied with
 If the notation for Ice Strengthening is desired, state whether the requirements in this respect have been complied with
 Is this machinery duplicate of a previous case No If so, state name of vessel

General Remarks (State quality of workmanship, opinions as to class, &c.)
 Arrangements have been made and approved by the owners to carry oil fuel, flash point above 150° Fah, in the cofferdam and forepeak tanks for the voyage to Manacabo
 This has been done in accordance with the Secretary's letters of 28/4/39 and 31/5/39.
 The engines and boilers have been properly fitted in the vessel, tried under full power and found satisfactory.
 The Machinery is eligible, in our opinion, to be classed in the Register book with the notation + L.M.C. 7.39. O.G.

The Surveyors are requested not to write on or below the space for Committee's Minute.

The amount of Entry Fee ... £ : : When applied for,
 Special 1/2 Fee ... £ 3 : 0 : 8th JULY 1939.
 Balance of Boiler Fee ... £ 1 : 16 : :
 Donkey Boiler Fee ... £ : : :
 Travelling Expenses (if any) £ : : : 27/7/39

M. Caldwell & J. H. Nicholson
 Engineer Surveyors to Lloyd's Register of Shipping.

Committee's Minute **GLASGOW 11 JUL 1939**
 Assigned - L.M.C. 7.39 O.G.

