

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.

(Number of Visits 21)

on the

BARBOSA

Tons { Gross 193.37

Net 63.01

Built at Greenock

By whom built Geo. Buam & 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 Ouisico and Panama Canal

ENGINES, &c.—Description of Engines

Revs. per minute

Dia. of Cylinders	Length of Stroke	No. of Cylinders	No. of Cranks
as per Rule	Crank pin dia.	Mid. length breadth	Thickness parallel to axis
as fitted		Mid. length thickness	Thickness around eye-hole
Intermediate Shafts, diameter	as per Rule	Thrust shaft, diameter at collars	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
as per Rule	as per Rule	
as fitted	as fitted	

propeller boss 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 If so, state type 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	How driven	Pumps connected to the Main Bilge Line	No. and size	How driven
Feed Pumps	2 Rams 1 3/4" & 1-4" x 6" x 7" (Weirs)	Down driven		2-1 3/4" Rams and One (65 pump) 6" x 5" x 6"	Steam Driven
Bilge Pumps	One 6" x 5" x 6"	Down driven			Steam Driven

Ballast Pumps, No. and size	Lubricating Oil Pumps, including Spare Pump, No. and size
Ballast Pumps, No. and size	Lubricating Oil Pumps, including Spare Pump, No. and size

Are two independent means arranged for circulating water through the Oil Cooler

Suctions, connected to both Main Bilge Pumps and Auxiliary

Bilge Pumps;—In Engine and Boiler Room One Direct ER. 2 1/4" 3-2"

In Pump Room In Holds, &c. 1-Forward Hold 2" 1-Cofferdam -2" 1-Aft Hold 2"

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 the stokehold plates 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 Yes

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

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

Superheaters

General Pumping Arrangements Yes

Oil fuel Burning Piping Arrangements Yes

SPARE GEAR.

Has the spare gear required by the Rules been supplied

State the principal additional spare gear supplied

London Report No 107426

The foregoing is a correct description,

Manufacturer.



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Lloyd's Register
Foundation

012393-012420-0243

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

Thrust shaft

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

STANDARD 1/32

Crank shaft material

Identification Mark

Thrust shaft material

Identification Mark

Intermediate shafts, material

Identification Mark

Tube shaft, material

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

Yes

If the notation for Ice Strengthening is desired, state whether the requirements in this respect have been complied with

Yes

Is this machinery duplicate of a previous case

No

If so, state name of vessel

Yes

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 four peak tanks for the voyage to Mandacabo

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 ... £ 3 : 0 : 16

Special 1/2 Fee

Balance of Boiler Fee

Donkey Boiler Fee

Travelling Expenses (if any) £

When applied for, 8th JULY 1939.

When received, 27/7/1939

Committee's Minute GLASGOW 11 JUL 1939

Assigned - L.M.C 7.39 O.G.

M. Caldwell & J. H. Nicholson

Engineer Surveyors to Lloyd's Register of Shipping.