

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 1 JUN 1939

Date of writing Report -1 JUN 1939 When handed in at Local Office -1 JUN 1939 Port of London
 No. in Survey held at Newbury Date, First Survey 3 JAN 1937 Last Survey 18-5-1939
 Reg. Book. BARBOSA (Number of Visits 10)
 on the BARBOSA
 Built at Greenock By whom built Geo Brown Yard No. 212 When built 1939
 Engines made at Newbury By whom made Plenty & Son Ltd. Engine No. 2770 When made 1939
 Boilers made at Glasgow By whom made Andrews Boiler No. When made
 Registered Horse Power 46.27 Owners Anglo-Siam Petroleum Co. Ltd. Port belonging to
 Nom. Horse Power as per Rule 46.27 Is Refrigerating Machinery fitted for cargo purposes Is Electric Light fitted
 Trade for which Vessel is intended

ENGINES, &c.—Description of Engines Compound Surface Condensing Revs. per minute 250
 Dia. of Cylinders 11" 22" Length of Stroke 16" No. of Cylinders 2 No. of Cranks 2
 Crank shaft, dia. of journals as per Rule Crank pin dia. 5 1/4" Crank webs Mid. length breadth 6 1/4" Thickness parallel to axis
 Intermediate Shafts, diameter as per Rule Thrust shaft, diameter at collars as per Rule Thickness around eye-hole
 Tube Shafts, diameter as per Rule Screw Shaft, diameter as per Rule Is the shaft fitted with a continuous liner Yes
 Bronze Liners, thickness in way of bushes as per Rule Thickness between bushes as per Rule Is the after end of the liner made watertight in the propeller boss Yes
 If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner One length
 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 Yes
 If two liners are fitted, is the shaft lapped or protected between the liners Yes Is an approved Oil Gland or other appliance fitted at the after end of the tube shaft Yes
 Propeller, dia. 64" Pitch 69" No. of Blades 4 Material Bronze whether Moveable No Total Developed Surface 11.2 sq. feet
 Feed Pumps worked from the Main Engines, No. None Diameter Stroke Can one be overhauled while the other is at work Yes
 Bilge Pumps worked from the Main Engines, No. None Diameter Stroke Can one be overhauled while the other is at work Yes
 Feed Pumps 2 @ 1 1/4" and 1 Main pump 4x6x7" Pumps connected to the Main Bilge Line No. and size 2 @ 1 1/4" How driven Steam Engine
 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 Yes Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge Pumps;—In Engine and Boiler Room
 In Pump Room In Holds, &c.

Main Water Circulating Pump Direct Bilge Suctions, No. and size **Independent Power Pump Direct Suctions to the Engine Room Bilges,**
 No. and size Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes
 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
 Are all Sea Connections fitted direct on the skin of the ship Are they fitted with Valves or Cocks
 Are they fixed sufficiently high on the ship's side to be seen without lifting the stokehold plates Are the Overboard Discharges above or below the deep water line
 Are they each fitted with a Discharge Valve always accessible on the plating of the vessel Are the Blow Off Cocks fitted with a spigot and brass covering plate
 What Pipes pass through the bunkers 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
 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 Is the Shaft Tunnel watertight Is it fitted with a watertight door worked from

MAIN BOILERS, &c.—(Letter for record) Total Heating Surface of Boilers 924.5 sq. ft.
 Is Forced Draft fitted Yes No. and Description of Boilers One SB. Working Pressure 140 lb.
 IS A REPORT ON MAIN BOILERS NOW FORWARDED? No.
 IS A DONKEY BOILER FITTED? If so, is a report now forwarded?
 Is the donkey boiler intended to be used for domestic purposes only Yes
 PLANS. Are approved plans forwarded herewith for Shafting Yes Main Boilers 2-1-39 Auxiliary Boilers Donkey Boilers
 Superheaters General Pumping Arrangements Oil fuel Burning Piping Arrangements

SPARE GEAR.

Has the spare gear required by the Rules been supplied Yes
 State the principal additional spare gear supplied 1- 4 blade plus bronze propeller 1- screw shaft.
1 Eccentric shaft, sheave & bolts. 1 LP slide valve spindle.

The foregoing is a correct description,

FOR AND ON BEHALF OF

PLENTY & SON, LIMITED

Manufacturer.

J. H. Davis

Director & Secretary



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Foundation

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1939. JAN 3. 12 FEB 7. MAR 9. 23. APR 5. 20 MAY 11. 15. 25
During progress of work in shops - -
Dates of Survey while building
During erection on board vessel - - -
Total No. of visits 10 (In Shops)

Dates of Examination of principal parts—Cylinders 23.3.39 Slides 23.5.39 Covers 23.3.39
Pistons 20.4.39. Piston Rods 20.4.39. 11.9.500 205. Connecting rods 20.4.39. 17.9.498 105.
Crank shaft 9.3.39. Thrust shaft 9.3.39. Intermediate shafts 9.3.39.
Tube shaft None. Screw shaft 9.3.39. Propeller P 20587 HYB. 25.3.39. 21.4.39. 17.9.498 105.
Stern tube 17.9.498 105. 5.4.39. Engine and boiler seatings Engines holding down bolts
Completion of fitting sea connections
Completion of pumping arrangements Boilers fixed Engines tried under steam
Main boiler safety valves adjusted Thickness of adjusting washers
Crank shaft material S. Identification Mark 9383 15.11.39. Thrust shaft material S Identification Mark 9390 TDS.
Intermediate shafts, material S Identification Marks 9544 TDS. Tube shaft, material Identification Mark
Screw shaft, material S Identification Mark 54224 TDS 9.3.39. Steam Pipes, material Test pressure Date of Test
Is an installation fitted for burning oil fuel Is the flash point of the oil to be used over 150°F.
Have the requirements of the Rules for the use of oil as fuel been complied with
Is the vessel (not being an oil tanker) fitted for carrying oil as cargo 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. This machinery has been built under special survey in accordance with approved plans of tested materials. The materials & workmanship are good.
The machinery has been forwarded to Greenock for installation on board the vessel.

The amount of Entry Fee ... £ 2 : - :
Special 2/6 Fee ... £ 6 : - :
Donkey Boiler Fee ... £ : :
Travelling Expenses (if any) £ 2 : 1 : 9
When applied for, 1 JUN 1939
When received, 3rd July 1939

Committee's Minute GLASGOW 11 JUL 1939

Assigned SEE ACCOMPANYING MACHINERY REPORT.

Mark

Engineer Surveyor to Lloyd's Register of Shipping.



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