Rpt. 9. No. 7630

Report of Survey for Repairs, &c., of Engines and Boilers.

(Received at London Office 4 APR 1942)

Date of writing Report 9th Feb. 1942 When handed in at Local Office 9th Feb. 1942 Port of Baltimore, Maryland

No. in Reg. Book 0489 Survey held at Baltimore, Maryland Date, First Survey 23rd Jan. Last Survey 27th Jan. 1942 (No. of Visits 3)

on the Machinery of the ~~Wood, Iron or~~ Steel S.S. "BARBARA"

Tonnage: Gross 4637, Net 2734

Nominal Power 481

No. of Main Boilers 3 SB

No. of Donkey Boilers -

Pressure—Main Boilers 180 lbs.

Donkey Boilers -

Vessel built at Philadelphia By whom W. Cramp & Sons S & EB Co. When Year 1913 Month 2

Engines made at Philadelphia By whom W. Cramp and Sons S & EB Co When 1913

Boilers, when made (Main) 1913 (Donkey) -

Owners A. H. Bull S.S. Co. Inc. Owners' Address - (if not already recorded in Appendix to Register Book.)

Managers A. H. Bull & Co. Inc. Port New York Voyage -

If Surveyed ~~Afloat or~~ in Dry Dock Maryland Drydock Co. (State name of Dock.) Fairfield, Baltimore, Md.

Last Report No. Port

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Character ✱ for Special Survey Date of last Survey and of Periodical Surveys.	Years assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any)
✱ 100 A1 7.41		✱ LMC 7.41
ssBal.2ndNo.3-12,37		~~BS 7,41~~
SS Bal No 1-41		~~MS 5,37~~ 10.41
		TS CL 1,41
Fitted for oil fuel 2,13 F.P. above 150° F.		

Particulars of Examination and Repairs (if any) Docking

Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the nature 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 Repairs being detailed in the body of the report, should be briefly summarised at the end of the report. State also the numbers and initials of any letters respecting this case.

In Damage cases where the Surveyor has not made a special damage report he is required to state whether he has offered his services for this purpose, and why they were declined -

Was a damage report made by anyone else? If so, by whom? -

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? -

" " Donkey " " " Subject to the DONKEY BOILER not being used.

If not, why not? was not done, state for what reasons?

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?

Latest date of internal examination of each boiler B. S. not due Present condition of funnel(s) Efficient

Did the Surveyor examine the Safety Valves of the Main Boiler? To what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of Donkey Boiler? 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? - Is it fitted with continuous liner? - Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? -

Has the shaft now been changed? - If so, state reasons -

Is the shaft now fitted been previously used? - Has it a continuous liner? - Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? -

Date of examination of Screw Shaft - State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 3/16"

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted? -

Did the Surveyor examine the generators, motors, switchgear, cables and fuses? -

Is the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms.? -

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

Done:- Vessel in dry dock. Propeller, stern bush and outer fastenings examined. Wear down 3/16"

Sea cocks and valves opened up, cleaned, examined, found or placed in good condition.

Wear and Tear Repairs:- I. P. crankpin brasses remetalled and refitted.

Main condenser doors renewed.

Sanitary pump discharge manifold renewed.

Other minor repairs effected.

Steering gear tried out and proven in good order.

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, &c.; thus, for example, B.S. 9,11, B.&M.S. 9,11, ✱L.M.C. 9,11, or ✱LMC CS 3,34, 140 lb., F.D., &c.)

The machinery of this vessel so far as now seen being in good and safe working condition is eligible in opinion to remain as classed without fresh record of survey, subject to donkey boiler not being used.

Survey Fee (per Section 29) £ -:-:

Special ~~Damage or~~ Repair Fee (if any) (per Section 29.) £$40.00:

Travelling expenses (if chargeable) £ 3.75

Fees applied for Feb. 9, 1942

Received by me, 19

NEW YORK FEB 18 1942

A. Maybank,
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Assigned As now

Subject D.B.L.R.

Insert Character of Ship and Machinery precisely as in the Register Book

Is a Certificate required? If so, to be sent to

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WR-0045

Noted.

Subject to the
DONKEY BOILER
not being used again.

L.G.
13/4/42.

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