

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

(Received at London Office)

Date of writing Report 30th July 1934 When handed in at Local Office 10 Port of HAMBURG -3 AUG 1934

No. in Book Survey held at HAMBURG Date, First Survey 19th July Last Survey 24th July 1934 (No. of Visits 3)

102 on the Machinery of the Wood, Iron or Steel Twin Sc. Sr. "Ruy Barbosa"

Age { Gross 9791 Vessel built at Vegesack By whom Frederik Vulkan When 1913
 Net 6172 Engines made at Vegesack By whom Frederik Vulkan When 1913
 Nominal Power 816 Boilers, when made (Main) 1913 (Donkey)
 of Main Boilers 4 Owners Lloyd Brasileiro Managers R. Lancini
 of Donkey Boilers 1 Pressure 100 lb. If Surveyed Afloat or in Dry Dock Afloat & Dry Dock (State name of Dock.) John von

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 for survey.	Machinery and Boiler Surveys (including date of N.B., if any).
100 H1 with freed - 12.32		- LMC - 7.31
SS 4am No 3 - 4.23		BS - 4.33
SS 4am No 2 - 3.1		7 1/2 (06) per S. - 11.32
		P new - 11.32.

st Report No. Port

Particulars of Examination and Repairs (if any) T. L. - Comp. BS - Linc. Eng.

Medical 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 the date 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

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

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

" " Donkey " " "

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

the Surveyor examine the Safety Valves of the Main Boiler?

To what pressure were they afterwards adjusted under steam?

the Surveyor examine the Safety Valves of Donkey Boiler?

To what pressure were they afterwards adjusted under steam?

the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers?

, and of the Donkey Boilers?

the Surveyor examine the drain plugs of the Main Boilers?

, and of the Donkey Boiler?

the Surveyor examine all the mountings of the Main Boilers?

, and of the Donkey Boiler?

screw shafts now been drawn and examined? yes

Is it fitted with continuous liner? without

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? yes

shaft now been changed? no If so, state reasons

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 Shafts 20/7/34 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft S.O.S. 20/7/34

Engine parts, when referred to by numbers, should be counted from forward.

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

In Dry Dock examined propellers, propeller shafts when drawn stern bushes, oil glands, sea connections opened up and fastenings, and found all of these parts in order.

Completion BS - 6.34. The furnaces of the Starboard boiler have been set back and several outward cracks in height of fire bars have been chiselled out and electro welded.

Limitation Survey: At request of the Owners Representative examined No. 1 cylinder found unaltered and the repair carried out in Jan. any 1933 in order. This cylinder is in my opinion in a safe working condition but should be re-examined within 6 months say before end of January 1935.

General Observations, Opinion, and Recommendation:— The Machinery of this vessel

(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, H.S. 9.11, B.&M.S. 9.11, or L.M.C. 9.11, 140 lb., E.D., &c.)

so far as run is in safe working condition and eligible in my opinion to remain as classed in the Reg. Bk. with fresh records of BS-6.34 and Tail shaft (OG) - per - 7.34, subject to Starboard No. 1 cylinder being re-examined within 6 months say before January 1935.

Survey Fee (per Section 29) £ 12:10:0 Fees applied for 15/7 1934
 Special Damage or Repair Fee (if any) £ : Received by me, R.
 Travelling expenses (if chargeable) £ 0:10:0

Committee's Minute

TUE. 14 AUG 1934

TUE. 9 OCT 1934

Assigned

BS 634
arrow subject

Friedrich R.
Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register
Foundation

W602-0009

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