

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

(Received at London Office)

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

No. in Book 102 Survey held at HAMBURG Date, First Survey 19<sup>th</sup> July Last Survey 24<sup>th</sup> July 1934  
on the Machinery of the Wood, Iron or Steel Twin Sc. Sr. "Ruy Barbosa" (No. of Visits 3)

Damage } Gross 9991  
          } Net 6172 Vessel built at Vegeack By whom Freiner Vulkan When 1913  
Nominal Power 816 Engines made at Vegeack By whom Freiner Vulkan When 1913  
No. of Main Boilers 4 Boilers, when made (Main) 1913 (Donkey) ✓  
No. of Donkey Boilers ✓ Owners Lloyd Brasileiro Managers R. Lauris  
Main Pressure 200lb. If Surveyed Afloat or in Dry Dock Afloat & Dry Dock (State name of Dock) John Voss  
Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Previous Report No. \_\_\_\_\_ Port \_\_\_\_\_  
Particulars of Examination and Repairs (if any) T. L. - Comp. BS - Limitation

Periodical Surveys, when held, must be reported in detail and scrutiny in the terms of the Rules. State clearly 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. H. 14.7.34.

Where 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

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? \_\_\_\_\_

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time? \_\_\_\_\_

Where 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? \_\_\_\_\_

What is the latest date of internal examination of each boiler? \_\_\_\_\_

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 Boiler? \_\_\_\_\_

Did the Surveyor examine all the mountings of the Main Boilers? \_\_\_\_\_, and of the Donkey Boiler? \_\_\_\_\_

Were screw shafts now 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

Were shafts now changed? no If so, state reasons \_\_\_\_\_

Were the shafts 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? \_\_\_\_\_

State the 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. Port 09

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

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

You 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-634. The furnaces of the Starboard boiler have been set back and several surface cracks in height of fire bars have been chiselled out and electro-welded.

Limitation Survey: At request of the Owners Representative examined No. 1 P. 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 is in safe working condition and eligible in my opinion to remain as classed in the Reg. Bk. with fresh records of BS-634 and Tail shaft (OG) - new - 7.34, subject to Starboard No. 1 P. cylinder being re-examined within 6 months say before January 1935.

Survey Fee (per Section 29) £ 12 : 10 : 0  
Special Damage or Repair Fee (if any) (per Section 29) £ : :  
Travelling expenses (if chargeable) £ 0 : 10 : 0

Fees applied for  
25/7 1934  
Received by me,  
A. R.

Committee's Minute \_\_\_\_\_  
Assigned B.S. 634  
arrow subject

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

Lloyd's Register Foundation  
W602-0009

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

SEE LIMITATION LIST.

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