

T.S.S. "RUY BARBOSA" ex "CAXIAS", No. 31886 in R.B.

Rule Dimensions: 491.77 x 59 x 38.50 to upper dk
46.71 to bridge dk
55.00 to upper bridge dk

Scantling Nos: 97.5 and 47947

Proportions: Length = 12.8 depths to upper dk
8.9 depths to upper bridge dk

This ex-German Steamer was built at Vegesack in 1913 and classed with the Germanischer Lloyd, and is now owned by the Brazilian Government (Lloyd 'Braziliero, Managers) who desire that she should be classed with this Society.

Plans of midship section and profile, together with a First Entry Report and Repair Report on the survey held for classification, have been submitted by the Hamburg Surveyors.

The vessel has three steel decks with bridge, upper bridge, and forecastle. Her moulded draft when in service is reported to be 28 ft. 2 3/4 ins. as a cargo carrier and 26 ft. 9 ins. as a passenger ship.

From the Reports received it will be seen that the requirements of Section 48 of the Rules for ships not built under survey have been complied with.

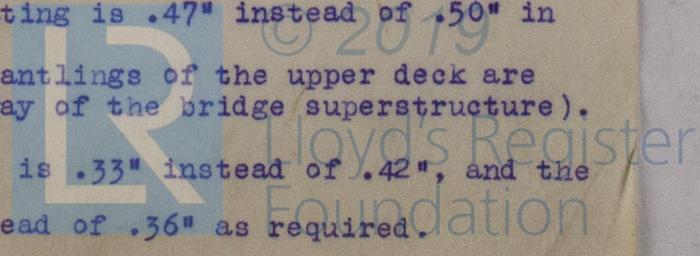
The scantlings and arrangements have been examined and compared with the requirements of the existing Rules for the 100A Class, and it is found that she has two strong superstructures amidships extending over a considerable portion of the vessel's length, in way of which the general longitudinal strength is equal to that required by the Rules.

It is also found that:-

- (1) Double bottom. The centre girder is 1 1/2" deficient in depth and .07" deficient in thickness. The side girder is .03", floors .05", margin plate .05", and inner bottom .03" deficient in thickness respectively.

- 2) Decks. The upper deck plating is .47" instead of .50" in the wells. (The well deck scantlings of the upper deck are however carried through in way of the bridge superstructure).

The second deck plating is .33" instead of .42", and the third deck plating .31" instead of .36" as required.



- (3) Shell. The upper deck sheerstrake in the wells is .88" instead of 1.04", and the strake below is .63" instead of .88" as required by the Rules, while the average deficiency on the side and bottom shell is .08".

The keel plate is .79" instead of 1.22" as required.

- (4) Beams. The bridge and upper deck beams are fitted to alternate frames instead of to every frame as required, but the plating on these beams is sheathed with 3" wood deck.

The second and third deck beams are $\frac{1}{2}$ " deficient in depth.

The beam knees are 6" less in depth than Rule.

In view of the above deficiencies the class for which the vessel could be recommended to the Committee is 100A- with a suitable freeboard, and it is submitted for favourable consideration that the vessel is eligible to be classed 100A- "With Freeboard", subject to a ^{summer} freeboard of $10'6\frac{1}{2}"$ corresponding to a moulded ^{draught} draft of $28'3"$ the same to be marked on the vessel's sides, inserted in the certificates of classification, and recorded in the Register Book.

The Surveyor states in his First Entry Report that the anchors and chain cables have been examined and found to have been made in the U.K. and tested at a Proving House recognised by the Society, but that all the marks thereon have not yet been verified, and it is therefore submitted that ^{the Surveyor be informed that} provided all the marks on the anchors and cables be verified with those shewn on the certificates, the Figure 1 could be assigned.

L. Hamer
31/7/23.

WJ.
23.7.23.



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