

No. 19881

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

(Received at London Office 9 MAY 1931)

Writing Report 24/4/31 When handed in at Local Office 19 Port of HAMBURG

Survey held at Hamburg Date, First Survey 16/4/31 Last Survey 24/4/31 19 (No. of Visits 2)

on the Machinery of the ~~Wood, & Co.~~ Steel Twin Sc. RUY BARBOSA ex Caxias ex.....

Gross 9791 Vessel built at Vegesack By whom Bremer Vulkan When 1913

Net 6152 Engines made at Vegesack By whom Bremer Vulkan When 1913

Boilers, when made (Main) 1913 (Donkey)

Owners Lloyd Brasileiro Owners' Address (if not already recorded in Appendix to Register Book.)

Managers Port Rio de Janeiro Voyage Rio de Janeiro

If Surveyed Afloat or in Dry Dock afloat & in Dry Dock Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Report No. Port

Particulars of Examination and Repairs (if any) Cond.

Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and any alterations in the body of the report, should be briefly summarised at the end of the report. State also the initials of any letters respecting this case.

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

Damage report made by anyone else? If so, by whom? X

Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? no

Donkey " " " X

not done, state for what reasons? X

Parts of the Boilers could not be thus thoroughly examined? X

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? X

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

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

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

Surveyor examine the drain plugs of the Main Boilers? X, and of the Donkey Boiler? X

Surveyor examine all the mountings of the Main Boilers? X, and of the Donkey Boiler? X

Shaft now been drawn and examined? no Is it fitted with continuous liner? no 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 X

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

Distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft a fit

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

As stated by the Owners Representatives the Boiler Survey which became due in March, 1931, will be carried out in connection with the LMC Survey in Rio de Janeiro where the vessel is proceeding to.

Now done:- In Dry Dock examined propellers, tail shafts in places, sea connections opened up and their fastenings, outer end of sternbushes and oil glands and found all of these parts in satisfactory condition after the discharge valve of the winsh condenser had been renewed.

It is submitted to have the examination of the sea connections been noted in anticipation of LMC-Survey.

General Observations, Opinion, and Recommendation:- The machinery of this vessel, as far as

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, or L.M.C. 9.11, 140 lb., F.D., &c.)

seen, appears to be in satisfactory condition and eligible in my opinion to remain as classed in the Society's Register Book without fresh Record.

(per Section 28) £ : : Fees applied for

Damage or Repair Fee (if any) £ : : Received by me,

ing expenses (if chargeable) £ : : 19

Committee's Minute FRI. 22 MAY 1931

igned Deferred

FRI. 24 JUL 1931

Engineer Surveyor to Lloyd's Register of Shipping.



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

W602-005



Docking.

N.B.—If this Report is copied by copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

Blanc 3.31.  
S. N<sup>o</sup> 2 due 16.31. } To be held  
at Rio.

It is submitted that  
this vessel is eligible to  
remain ~~as~~ **CLASSED**.

Note Sea Connection  
part S.S.

9.3.31  
11/5/31

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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Foundation

1889/1