

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

(Received at London Office 10 OCT 1930)

Date of writing Report 4th Oct. 1930 When handed in at Local Office 10 Port of HAMBURG

No. in Book 017 Survey held at HAMBURG Date, First Survey 4 Last Survey 29th Sept. 1930

on the Machinery of the Wood, Iron or Steel Twin Sc. St. "RUY BARBOSA" (No. of Visits 1)

Gross Tonnage 9791 Vessel built at Yegesauk By whom Fremor Vulkan When 1913

Net Tonnage 6172 Engines made at Yegesauk By whom Fremor Vulkan When 1913

Principal Power 816 Boilers, when made (Main) 1913 (Donkey)

No. of Main Boilers 4 Owners Lloyd Brasileiro Owners' Address (if not already recorded in Appendix to Register Book.) Rio de Janeiro

Donkey Boilers - Managers - Port Rio de Janeiro Voyage Rio de Janeiro

Pressure in Boilers 200 lb. If Surveyed Afloat or in Dry Dock Dry Dock. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

Key Boilers - (State name of Dock.) Glom & Veer

Report No. _____ Port _____

Particulars of Examination and Repairs (if any) Cond. 7

Special Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly 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 being detailed 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.

Where 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?

Has a special 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 " " "

Were any parts not done, state for what reasons?

Were any parts of the Boilers could not be thus thoroughly examined?

Were any 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?

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?

Has the 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

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

Has 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? _____

What is the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft? a fit.

Where the machinery 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 in place, oil-lubricated, sea connections (not opened up) and fastenings, and found all of these parts in order.

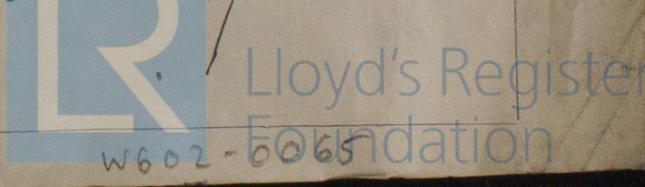
Observations, Opinion, and Recommendation: - The machinery of this vessel is in good & efficient condition and eligible in my opinion to remain as classed in the Reg. Bk without alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, B.S. 9, B.A.M.S. 9,11, or L.M.C. 9,11, &c.

| | | | | |
|-------------------------|---|---|---|------------------|
| Section 28 | £ | : | : | Fees applied for |
| or Repair Fee (if any) | £ | : | : | 19 |
| Section 29 | £ | : | : | Received by me, |
| charges (if chargeable) | £ | : | : | 19 |

Committee's Minute AS NOW

22 MAY 1930
FRI. 24 JUL 1930

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



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

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

Tocking

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.

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

*4
Run
15.70.30*

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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Foundation