

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 18th Oct. 1937, When handed in at Local Office 19 Port of Hamburg
 No. in Reg. Book 24601 on the WISSON/AVON/1011 Steel SC. "ETHIOPIAN" (No. of Visits 10)
 Survey held at Hamburg Date, First Survey 22nd Sept. 1937 Last Survey 14th Oct. 1937

TONNAGE: GROSS 5424 Built at Wismunde - G. By whom Deutsche Sch. u. Misch. When 1936 YEAR MONTH
 UNDER DK. 4447 Owners United Africa Co. Ltd. Owners' Address (if not already recorded in Appendix to Register Book)
 NET 3203 Managers — Port belonging to Linnapool

Surveyed Afloat or in Dry Dock? both Name of Dock Deutsche Waft Destined Voyage West Africa
 WB=CellDBorDBa — feet; uE&B — feet; Reinforcing feet
 total capacity — tons. FPT — tons; APT — tons; MT — feet tons.
 N.B.—All alterations in the existing records should be underlined.

If the Vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides of the tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, girders, and of the inner bottom plating, especially in the boiler space.

Last Report, No. 22361 Port Hamb

(Periodical Surveys, when held, must be reported in detail and spirit in the terms of the Rules. State clearly the cause 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 besides being detailed in the body of the report, should be summarised in the form shown below. Whenever the replacement of Anchors or Chains is reported the particulars should be clearly stated in the space provided on the back of this form. State also the dates and initials of any letters respecting this case. E. J. S. 37)

In 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 to whom and why they were declined —

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

CHARACTER. X for Special Survey. Date of last survey and of Periodical Surveys.	Year Assigned now expired.	Machinery and Boiler surveys (including date of N.B., if any).
<u>T100A1 with freshwood 10,36</u>		<u>TLMC 3,36</u>
		<u>TS cl</u>
<u>Surveying negligible oil in deep tank</u>		

Society's Freeboard (if assigned) as painted on Ship and now verified — ft. — ins.

Certificate attached. Was a damage report made by anyone else? If so, by whom? —

REPAIRS, OR EXAMINATION AS PER RULE, FOR Condition and Alterations for Oil Fuel Burning:

Condition: The vessel placed in dry dock, the bottom cleaned, examined keel, stem, sternframe and outside plating, found all now in good condition and the bottom recoiled. The Rudder examined, found in good order. The weather deck, hatchways and ventilator coverings found satisfactory.

Now done: A number of shell rivets also screws & bolts in the fore and after peak recoiled and defective shell rivets in bilge strake renewed.

Alteration for Oil Fuel Burning:

On starb. side in engine room, a workshop flat five frame spaces in length

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Renewed								
Removed and Faired or Repaired								
Faired or Repaired in place								

PRESENT CONDITION OF THE

Decks <u>good</u>	State if Tanks have been examined inside <u>—</u>	Air and Sounding Pipes <u>see Report</u>	Copper, or Y.M. of Wood Vessels (State if on Feet). When put on, Month <u>—</u> Year <u>—</u>
Caulking of Decks <u>—</u>	State if Tanks now tested <u>see Report</u>	Dblg. Plates under Sounding Pipes <u>—</u>	Boats <u>good</u>
Coamings <u>—</u>	Bulkheads <u>—</u>	Engine Room Skylights <u>good</u>	Masts, Yards, &c. <u>—</u>
Beams & Fastenings <u>—</u>	Ceiling <u>good</u>	Coal Bunkers, Open'gs, Lids, &c. <u>—</u>	Condition, how ascertained <u>from deck</u>
Outside Plating <u>good</u>	Cement or Asphalt (State which.) <u>—</u>	Oil Bunkers <u>—</u>	(State if wedges removed) <u>—</u>
" " in way of sidelights <u>—</u>	Rudder <u>good</u>	Scuppers <u>—</u>	Sails <u>—</u>
Breasthooks <u>—</u>	Steering gear and its connections <u>—</u>	Cargo Hatchways <u>good</u>	Equipment letter <u>—</u>
Transoms <u>—</u>	Windlass <u>—</u>	Hatches <u>—</u>	Anchors, No. of <u>3 B. 15</u>
Frames <u>—</u>	Have pumps now been examined and found efficient? <u>—</u>	Planking of Wood Vessels <u>—</u>	Chain Locker <u>—</u>
Reverse Frames <u>—</u>	Have Sluice Valves now been examined and found efficient? <u>—</u>	Caulking ditto <u>—</u>	Cables (State if now ranged) <u>no</u>
Longitudinals <u>—</u>	Have Watertight Doors now been examined and found efficient? <u>—</u>	Treenails ditto <u>—</u>	" length <u>stated complete</u>
Transverses <u>—</u>	Have Ventilators and their Coamings been examined and found efficient? <u>yes</u>	Breasthooks & Stemson ditto <u>—</u>	" (on board) <u>—</u>
Floors <u>—</u>		Transoms Pointers, & Crutches ditto <u>—</u>	" Rule length <u>—</u> size <u>—</u>
Keelsons <u>—</u>		Timbers of Frame at openings ditto <u>—</u>	Hawser & Warps <u>good</u>
Stringers <u>—</u>		Ditto Ditto at other places ditto <u>—</u>	Standing and Running Rigging <u>—</u>
Inner Bottom Plating <u>—</u>		Stringers, Clamps & Shefts ditto <u>—</u>	
		Salting ditto <u>—</u>	
		(State if examined.) <u>—</u>	

General Observations, Opinion as to Class, Recommendation, &c.:

State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example:—"to remain as now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,24," or "to remain as classed and to have record of survey, 1,24, and the notations of ss No. 1-24 and ptND24, &c."

This vessel appears, as far as seen, to be in a sound and efficient condition eligible in my opinion to remain as classed in the Society's Register Book with fresh record of survey, 10,37, and the notation "Fitted for oil fuel 10,37, F.P. above 150°F."

Survey Fee (per Section 29) <u>Reduction</u> £ <u>8</u> : <u>0</u> : <u>0</u>	Fees applied for, <u>15.10.1937</u>
Special Damage or Repair Fee (if any) (per Sec. 29) £ <u>—</u> : <u>—</u> : <u>—</u>	Received by me, <u>19</u>
Travelling Expenses (if chargeable) £ <u>0</u> : <u>10</u> : <u>0</u>	
Second Surveyor's Fee (if any) £ <u>—</u> : <u>—</u> : <u>—</u>	

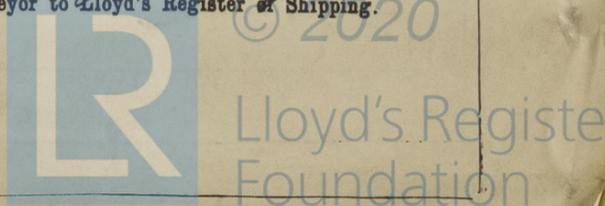
H. Goering
Surveyor to Lloyd's Register of Shipping.

TUE. 9 NOV 1937

Committee's Minute

Character Assigned

See Rot Rpt. 26109



STEEL S.C. "ETHIOPIAN"

constructed between the existing store room flat and the side bunker end bulkhead, extending from the ships side to the line of the bunker longitudinal bulkhead. This flat is efficiently constructed and supported. The transverse bunker end bulkhead cut away below the level of this flat to about 18" from the ships side, a strong false keel being fitted, forming an efficient web frame.

A new end bulkhead strongly plated & stiffened now fitted, the lower part vertically four frame spaces forward of the original bulkhead & sloped from about 8 ft above the tank top to the original bulkhead at the level of the workshop flat.

Efficiently welded seatings built on the tank top for daily service tanks & pressure pumps fitted in the bunker recess and under the workshop flat.

The flanges of ballast, air & sounding pipes in Nos. 1, 2, 3, 4, 5 & 6 double bottom tanks now arranged for the carriage of oil fuel re-jointed with oil resisting material. The tanks subsequently tested under pressure and now satisfactory.

No coffer dam has been arranged abaft No. 3 double bottom tank in view of the arrangement of a dry tank between this tank and the feed water tank under engines. (Please refer to correspondence and plan approved 7th May, 1937.)

The requirements of Sect. 20 of the Rules have been complied with as far as applicable, the flash point of the oil fuel being above 150° F.

The length overall of this vessel is 433.0 ft.

H. Goring.



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Foundation