

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

MON. MAY. 31. 1915

(Received at London Office)

Date of writing Report 18.5.15 When handed in at Local Office 18.5.15 Port of Hull.

No. in Reg. Book. Survey held at Hull. Date, First Survey 28.4.15 Last Survey 18.5.1915

940 on the Machinery of the ~~Wood, Iron or Steel~~ S.S. **ETHIOPE** Master Macdonald.

Tonnage { Gross 3794 Net 2475 Vessel built at W. Hartlepool By whom Furness Withy & Co. Ltd. When 1906.3

Registered Horse Power 317 Engines made at Hartlepool By whom Richardsons Westgarth & Co. Ltd. 1906.

No. of Main Boilers 2 Boilers, when made (Main) 1906 (Donkey) 1906

No. of Donkey Boilers 1 Owners Elder Line Ltd. (Elder Dempster & Co. Ltd.) Port Liverpool Voyage W. Coast of Africa

Steam Pressure in Main Boilers 180 Surveyed Afloat & in Dry Dock Alexandria Dock Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

in Donkey Boilers 100 (State name of Dock.) Alexandria Dry Dock.

Last Report No. Port Particulars of Examination and Repairs (if any) M.S. Limit

(Periodical Surveys, when held, must be reported in detail and serially 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 briefly summarised at the end of the report. State also the dates and initials of any letters respecting this case.

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 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? No.

Do. " Donkey " Boilers already examined (Liv. Report N° 72453 + Off. Rep. N° 37222)

And what parts of the Boilers could not be thus thoroughly examined?

Also 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?

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 Boiler?

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 screw shaft now been drawn and examined? Yes Is it fitted with continuous liner? yes. or two liners? or is it without liners?

Has shaft now been changed? No If so, state reasons

Is the shaft now fitted new? Has it a continuous liner? or two liners? or is it without liners?

State the distance between lignum vitae of stern bush and top of after bearing of screw shaft? 8" full.

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

Limit: - (Please see Liv. Report N° 72453) The wasted screw stays in the main boilers have now been renewed as follows: - 19 in the starboard main boiler and 27 in the port main boiler.

M.S. The vessel placed in dry dock, the propeller and fastenings and all sea cocks and valves and their fastenings examined; the tail shaft drawn in and examined and the liner found somewhat slack at the after end, it has been arranged with the Owners Superintendent that the shaft be again examined within twelve months, the Superintendent states that a new shaft will be put on order and will be fitted at that time.

Examined the cylinders, pistons, slide valves & faces, the crank tunnel & thrust shafts, all pumps, the arrangements of cocks pipes bilge suction etc., and the steam steering Engine, and the condenser examined and tested.

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

(State 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., E.D., &c.)

in safe working condition and eligible, in my opinion, to remain as classed with the fresh record M.S. 5.15 and the notation Tail Shaft Seen 5.15 Subject to the Tail Shaft being again examined, or renewed, within twelve months.

Survey Fee (per Section 28) £ 3 : 10 : 0 Fees applied for 29.5.15

Special Damage or Repair Fee (if any) £ : : (per Section 28.)

Travelling Expenses (if chargeable) £ : : Received by me, 23/6/15

Committee's Minute FRI. JUN. 4 - 1915

Assigned + L.M.C. M.S. 5.15 Subject

Note Limit

TUE. JUN. - 8. 1915

Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Lloyd's Register Foundation

W911-0128

Wasted Crew Slaps Renewed in hulls
S.S. 802 due 3.14 has been re built

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 for
THE RECORD. #4 MC. MS. 5.15

55.15

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

Without notations re Slaps
but duty is to be
Screw shaft - being run
Examined or renewed
before the end of
May 1916

S.S.
A.B.15.

Repair:- The feed pump plungers skimmed up and new neck rings
and gland bushes fitted, and the main injection valve renewed.

The Superintendent states that the main steam pipes were annealed
and tested two years ago & that he did not desire to do it again at
this time.

A.B.15.

OF THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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