

## REPORT of SURVEY for REPAIRS, &amp;c.

Date of writing Report 18th Oct. 1937. When handed in at Local Office 1937

Port of Hamburg

No. in  
Reg. Book.

Survey held at Hamburg

Date, First Survey 22nd Sept. Last Survey 14th Oct. 1937

24601 on the WAGON/WAGON Steel SC. "ETHIOPIAN"

(No. of Visits 10)

TONNAGE

GROSS 5424

UNDER DEK. 4447

NET 3203

Built at Wismaründe - G. By whom Deutsche Sch. u. Mch. When 1936 3

Owners United Africa Co. Ltd.

Owners' Address

(if not already recorded in Appendix to Register Book).

Managers

Port belonging to Liverpool

Surveyed Afloat or in Dry Dock? both Name of Dock Deutsche Werft 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 Hamburg

(Periodical Surveys, when held, must be reported in detail and griatim 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. 7.5.37

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

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, Stern, Sternframe and Outside plating, found all new 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 seams & batts 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 fire frame spans 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	Good	State if Tanks have been examined inside	Air and Sounding Pipes	Copper, or Y.M. of Wood Vessels
Caulking of Decks	"	State if Tanks now tested	Dbing. Plates under Sounding Pipes	(State if on Feet).
Coamings	"	Bulkheads	Engine Room Skylights	When put on, Month
Beams & Fastenings	"	Ceiling	Coal Bunkers, Open'gs, Lids, &c.	Year
Outside Plating	Good	Cement or Asphalt	Oil Bunkers	Boats
" " in way of sidelights	"	(State which.)	Scuppers	Masts, Yards, &c.
Breasthooks	"	Rudder	Cargo Hatchways	Condition, how ascertained
Transoms	"	Steering gear and its connections	Hatches	(State if wedges removed)
Frames	"	Windlass	Planking of Wood Vessels	Sails
Reverse Frames	"	Have pumps now been examined and found efficient?	Caulking	Equipment letter
Longitudinals	"	Have Sluice Valves now been examined and found efficient?	Treenails	Anchors, No. of
Transverses	"	Have Watertight Doors now been examined and found efficient?	Breasthooks & Stemson	Chain Locker
Floors	"	Have Ventilators and their Coamings been examined and found efficient?	Transoms Pointers, & Crutches	Cables (State if now ranged)
Keelsons	"		Timbers of Frame at openings	" length (on board)
Stringers	"		Ditto Ditto at other places	" Rule length
Inner Bottom Plating	"		Stringers, Clamps & Shells	Hawser & Warps
			Salting	Standing and Running Rigging

General Observations, Opinion as to Class, Recommendation, &amp;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 pND24, &amp;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 20)	Retention	8 : 0 : 0	Fees applied for,
Special Damage or Repair Fee (if any)			15.10.1937
Travelling Expenses (if chargeable)		0 : 10 : 0	Received by me,
Second Surveyor's Fee (if any)			19

Committee's Minute

Character Assigned

TUE. 9 NOV 1937

See Rot Rpt. 26109

Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

002543-002549-0217 1/2



STEEL SC. "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 face bar 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 repointed 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 7<sup>th</sup> 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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