

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

(Received at London Office OCT 22 1937)

Date of writing Report 15th Oct. 1937 When handed in at Local Office 10 Port of Hamburg

No. in Reg. Book. 24601 Survey held at Hamburg Date, First Survey 28th Sept. Last Survey 14th Oct. 1937 (No. of Visits 7)

on the Machinery of the Wesermünde Steel Sc. "ETHIOPIAN"

Tonnage } Gross 5424 Vessel built at Wesermünde By whom Deutsche Sch-u-Mschb. A.G. When 1936  
Net 3203

Nominal Horse Power } 350 Engines made at Wesermünde By whom Seebeck  
Boilers, when made (Main) 1936 (Donkey) Deutsche Sch-u-Mschb. When 1936

No. of Main Boilers 2 Owners United Africa Co. Ltd. Owners' Address Port Liverpool Voyage West Africa

No. of Donkey Boilers X Managers United Africa Co. Ltd. (if not already recorded in Appendix to Register Book.)

Steam Pressure in Main Boilers 220 lbs If Surveyed Afloat or in Dry Dock afloat and in dry dock Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. \_\_\_\_\_ Port \_\_\_\_\_ Condition oil fuel burning

Particulars of Examination and Repairs (if any) Conversion to oil fuel burning  
(Periodical Surveys, when held, must be reported in detail and seriatim 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. B. 7th May, 1937.)

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 X

Was a damage report made by anyone else? If so, by whom? X

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? X

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time? X

If this was not done, state for what reasons? X

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

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? X

State latest date of internal examination of each boiler X Present condition of funnel(s) X

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

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

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

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

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

Has screw shaft now been drawn and examined? NO Is it fitted with continuous liner? yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? X

Has shaft now been changed? X If so, state reasons X

Has the 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

State date of examination of Screw Shaft X State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 4.4 mm

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted? yes

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? \_\_\_\_\_

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? \_\_\_\_\_

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

Condition:- In dry dock examined propeller, propeller shaft in place, stern bush, sea connections not opened up, and fastenings and found all of these parts in order.

Alterations:- The vessel has been converted to oil fuel burning. All the materials for these installations have been supplied by the Wallsend Slipway and Engineering Co. Ltd. in accordance with the approved plans and under supervision of the Society's Surveyors at Newcastle. The installation has been fitted on board at this port in accordance with the approved plans, the Secretary's letter and otherwise in conformity with the requirements of Sections 20 + 34 of the Rules.

All oil delivery (pressure) lines, heaters and fittings have been tested after jointing to 400 lbs oil fuel suction lines in engine and boiler spaces to 30 lbs/sq.inch.

Please see Continuation.

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

seen, appears to be in good and satisfactory condition and eligible in my opinion to remain as classed in the Society's Register Book, and the notation be made:- "Fitted for oil fuel 10,37 P. above 150° F.

Survey Fee (per Section 29) £ 8 : - : - Fees applied for 15. 10. 1937

Special Damage or Repair Fee (if any) (per Section 29.) £ : : : Received by me, \_\_\_\_\_

Travelling expenses (if chargeable) £ - : 10 : - \_\_\_\_\_

Committee's Minute TUE. 9 NOV 1937 Engineer Surveyor to Lloyd's Register of Shipping. H. Rohrs

Assigned As now Lloyd's Register Foundation

Single Screwer "ETHIOPIAN" 5424 tons gross of Liverpool

The suction valves of the settling tanks, the steam delivery valves for pressure pumps and fire extinguishing pipe lines are fitted with gear for control from deck. All steam heating coils tested to 440 lbs/sq.inch.

Additionally to the double bottom tanks used as oil fuel bunkers, No. 4 tank has been converted to carry oil fuel. Pipe lines have been connected to the existing plant as shown on the plan attached. Also a pipe line to transfer oil fuel from fore to aft double bottom tanks and reverse has been fitted.

The old observation tank formerly used for the heating steam of vegetable oil tanks now used also for oil fuel heating steam.

Upon completion the whole installation tested under working conditions and found in order.

Approved plans of piping arrangements and settling tanks please find attached.

Electric Installation:- The current supply cables 2X 16 sq. mm for workshop machines which are now fitted in 'tweendeck have been altered, also 2 lamps have been shifted to workshop with about 28 metres of new cables 2X 1.5 sq. mm. After completion made Megger test and found these alterations in order.

Hamburg 15th October, 1937,

H. Röhrs

Surveyor to Lloyd's Register.



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