

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

Date of writing Report 25-1-1932

(Received at London Office)

No. in Reg. Book. Survey held at Schiedam When handed in at Local Office 19Port of Rotterdam20080 on the Machinery of the Wood, Iron or Steel YDate, First Survey 24-12-31 Last Survey 21-1-1932Tonnage { Gross 6550
Net 3996Vessel built at HinghamBy whom ELSA MENZEL(No. of Visits 4)Nominal Horse Power { 678Engines made at GlasgowBy whom Hingham S.B.C. When 1921of Main Boilers 3

Boilers, when made (Main)

By whom J. Howden & Co. Ltd. When 1921

Donkey Boilers

Managers

Owners' Address HamburgMain Boilers 200If Surveyed Afloat or in Dry DockPort Hamburg Voyage Wilton's

Donkey Boilers

Report No. 1Port SchiedamParticulars of Examination and Repairs (if any) See

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

CHARACTER. * For Special Survey. Date of last Survey and of Periodical Surveys.	Years assigned now applied.	Machinery and Boiler Surveys (including date of N.B., if any)
+ 100 A.I. 8.31/10.		+ L.M.C. 2.30
Shelter deck		B.S. 8.31
with freeboard		T.S. seen 8.31
S.S. Kel. 1° 2.30		CL
		W.T.B.

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

Medical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the nature and extent of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on the cause of which must be stated should be separated from Repairs due to other causes; and the nature and initials of any letters respecting this case.

Where the Surveyor has not made a special damage report he is required to state whether he has declined his services for this purpose, and why they were declined? Yes, not required.

Has a damage report made by anyone else? If so, by whom? Yes, not required.

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

" " Donkey " " " " " "

Was not done, state for what reasons? Yes

What parts of the Boilers could not be thus thoroughly examined? Yes

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? Yes

Has the Surveyor examine the Safety Valves of the Main Boiler? Yes

To what pressure were they afterwards adjusted under steam? Yes

Has the Surveyor examine the Safety Valves of Donkey Boiler? Yes

To what pressure were they afterwards adjusted under steam? Yes

Has the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes

, and of the Donkey Boilers? Yes

Has the Surveyor examine the drain plugs of the Main Boilers? Yes

, and of the Donkey Boiler? Yes

Has the Surveyor examine all the mountings of the Main Boilers? Yes

, and of the Donkey Boiler? Yes

Has the screw shaft now been drawn and examined? Yes

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? Yes

Has the shaft now been changed? Yes

If so, state reasons Yes

Has the shaft now fitted been previously used? Yes

Has it a continuous liner? Yes

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? Yes

Has the distance between ligament vitae or bearing metal of stern bush and top of after bearing of screw shaft a fit

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

This vessel is reported to have been aground in the Vulkanhaven on the 24th of December 1931.

soil placed in dry dock, screw shaft drawn, examined and found good. hull, one blade bent at tip, some now failed and found good. reconnections and fastenings exam and good. trust and tunnel shafting examined and found in order.

General Observations, Opinion, and Recommendation: The machinery being now
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, R.M.S. 9.11, or L.M.C. 9.11, 14.0.0, F.D., &c.)
as far as seen in a good condition I am of opinion that the vessel is
able to remain as classed and notation of T.S. seen 1-32.

Survey Fee (per Section 29) £ 65.00
Damage or Repair Fee (if any) £ 2.00
Other expenses (if chargeable) £ 2.00

Fees applied for

19

Received by me,

1-2-1932

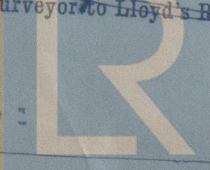
Committee's Minute

TUE 9 FEB 1932

Signed

as now, without spl. condn:
S. 1-32.

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register
Foundation

W482-0023