

# REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 4<sup>th</sup> Sept 1931 When handed in at Local Office 19 Port of Hamburg

No. in Reg. Book 20080 Survey held at Hamburg Date, First Survey 21<sup>st</sup> of Apr 29 Last Survey 31<sup>st</sup> of April 31

on the Wood, Iron or Steel Sc. "Elsa Menzell" (ex "Mehdairnie") YEAR 1921 MONTH 5

TONNAGE - Built at Kinghorn By whom Kinghorn S.B. Co. Owners' Address Menzell Reederei A.G. (if not already recorded in Appendix to Register Book). Port belonging to Hamburg

GROSS 6559 Owners Menzell Reederei A.G. Managers ... Destined Voyage Sveden

UNDER DEK 6184 3996 Name of Dock Howaldtswerke

Capacity 100 A1 Shell dk with freeboard 5.30 SS Kel. N: 2-30 5.30

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements). CHARACTER: + 100 A1 Date of last Survey and of Periodical Surveys: 21.4.29 31.4.31

Report, No. 5084 Port Dal

When put on, Month 5 Year 1921

Condition and damage repairs. The vessel placed in dry dock, the bottom cleaned, examined stem, stempost and outside plating, found now repaired in order and the bottom recoated. The rudder lifted, one pintle and 5 gudgeons rebushed. Examined windlass, steering gear and connections, found satisfactory and the rudder in working order. Examined ventilators and coamings, also always, found in good order and decks now repaired in condition.

Damage repairs now done. Damage stated to have been sustained through heavy ice on the 7<sup>th</sup> of January, whilst on the pt.o.

Condition of Damage Repairs: Shell Plates 8 Frames 9 R. Frames 0 Floors 0 Beams 0 Str. Plates 0 Dk. Plates 0 Other Items: 2 girders on N: 3 hatch 2 doubling plates on deck stempost and stemhoe

Condition of the Vessel: Decks good Bulkheads ✓ Ceiling ✓ Cement or Asphalt good Rudder good Steering gear and its connections ✓ Windlass ✓ Have Pumps now been examined and found efficient? no Have Sluice Valves now been examined and found efficient? no Have Watertight Doors now been examined and found efficient? no Have Ventilators and their Coamings been examined and found efficient? yes

Observations, Opinion as to Class, Recommendation, &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 8.31, subject to permanent repairs to stemframe being carried out at Owners convenience and subject to E.W. to stemhoe being examined next docking.

Fees applied for: 49 Received by me: 19 Surveyor to Lloyd's Register of Shipping. M. Jesuit

Committee's Minute 100A1 subject Character Assigned S.F.31 Shell dk. w.fbd.

Stamp: TUE. 22 DEC 1931 TUE. 9 FEB 1932

Stamp: © 2019 Lloyd's Register

82006  
338  
voyage from Odessa to Nicolaiiff and through heavy weather  
on the days from 13<sup>th</sup> of February to 4<sup>th</sup> of March 1931.

Ice damage. Shellplating starboard: All number counted  
from forward A1, B1, G2, I1 and I3 removed fair and  
replaced. F1, H4 and I4 fair in place, also 3 frames  
in place. Shellplating portside: I3, K3 and H14 removed and  
fair and replaced. I1, I13, G13 and G14 fair in place.  
6 frames fair in place. About 150 rivets in starboard  
renewed, 55 rivets caulked and 17 m of Rams recaulked  
On portside shell about 110 rivets renewed, 90 rivets caulked  
and 16 m of Rams recaulked. Minor repairs to tank  
plating carried out satisfactorily. The forepeak, double  
tanks No. 1 + 5 filled and tested under pressure and found  
tight. All other repairs tested by water hose and found  
tight. - Upper part of sternpost fractured in upper scap  
porary repaired by electrically welding and additional  
by fitting a 25<sup>mm</sup> plate scap each side. - Cast steel stem  
at base line fractured, now repaired by F.W. and by fitting  
inside a scap 800 x 20<sup>mm</sup> V, additional a vertical  
800 x 20<sup>mm</sup> fitted by F.W. All repairs carried out  
satisfactorily, the afterpeak filled, tested and found  
tight. All broken cement relaid.

Heavy weather damage: On fore end No. 3 hatch  
deck house one deckplate broken each side. Repaired

When Anchors or Cables are supplied, the particulars are to be reported in the following form:—

ANCHORS.

Number of Certificate.	Anchors #	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST, PER CERTIFICATE.			WEIGHT REQUIRED BY RULE.			Description of Anchor.	Makers.	Where and when Superintendent
		Owts.	qrs.	lbs.	Owts.	qrs.	lbs.	Tons	Owts.	qrs.	lbs.	Owts.	qrs.			
	1st Bower															
	2nd "															
	3rd "															
	Collective Weight															
	Stream															
	Kedge															

\* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

CHAIN CABLES.

Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.				Length and size per Rule.		Description.	Makers of Cables.	When and where Superintendent	
	Length Fathoms	Diam. Ins.	Statutory Tons.	Breaking Tons.	Supplied.		Per Rule.		Length Fathoms.	Diam. Ins.				
					Owts.	qrs.	lbs.	Owts.						qrs.
Iron Stream Chain or Steel Wire...														

F.W. and by fitting a doubling plate 2500 x 1100 x 15<sup>mm</sup>  
Additional a <sup>deck</sup> floor below has been fitted in connection  
with hatch side coaming.



All repairs carried out in accordance with the Rules,  
by water hose and found tight.

M. J. J. J.



M.R.—If this Report is copied by Copying Press, special care must be taken that the copying paper is not so much damaged as to spread the ink, or to cause it to show through to the other side.

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