

No. 20078

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

(Received at London Office 12 SEP 1931)

Writing Report 2/9/31 When handed in at Local Office Port of HAMBURG

Survey held at Hamburg Date, First Survey 19/8/31 Last Survey 25/8/31 (No. of Visits 4)

on the Machinery of the ~~Wood~~ Steel Sg.Sr. ELSA MENZELL ex Inchdairnie ex Kinghorn

Gross 6559 Vessel built at Kinghorn By whom Kinghorn S.B.Co. When 1921-5me

Net 3996 Engines made at Glasgow By whom J.Howden & Co., Ltd. When 1921

678 Boilers, when made (Main) 1921 (Donkey)

Main Boilers 3 HTB Owners Menzell Reederei A.G. Owners' Address (if not already recorded in Appendix to Register Book) Port Hamburg Voyage Sweden

Donkey Boilers 2 Pressure 200 lb Managers If Surveyed Afloat or in Dry Dock afloat & in Dry Dock (State name of Dock.) Howaldtswerke A.G., Hamburg

Key Boilers Report No. Port

Particulars of Examination and Repairs (if any) BS, Cond, Damg. Sur +100AL-shelter +LMC-2,30

dk with freeb. BS-5,30

5,30 TS (CL)-5,30

ss Kel No.2-30

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

CHARACTER. Date of last Survey and of Periodical Surveys. Machinery and Boiler Surveys (including date of N.B., if any)

not done, state for what reasons? X

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

special means, in the absence of internal examination, were adopted by the X

to assure himself of the thorough efficiency of those parts of each Boiler? X

Surveyor examine the Safety Valves of the Main Boiler? yes To what pressure were they afterwards adjusted under steam? 200 lb

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

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

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

Surveyor examine all the mountings of the Main Boilers? yes, and of the Donkey Boiler? X

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? no

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

Clearance betweenignum vitæ or bearing metal of stern bush and top of after bearing of screw shaft a fit

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

At Owner's request examined afloat and in dry dock the parts of the vessels

machinery as stated below for damage alleged sustained in consequence of encount-

tering ice on the 7th January, 1931, whilst on a voyage from Odessa to Nicolaieff

and encountering heavy weather whilst on a passage from Nicolaieff to Boston

via Oran on the 13th, 14th, 15th, 19th, 20th, 22nd, 23rd, 24th, 25th, 27th, 28th

February and 1st, 3rd, 4th March, 1931, viz:-

Tail shaft, propeller, steering engine, copper exhaust pipe between HP and LP

stern turbine and found:-

Tail shaft down in weed. Small pieces of about 5 1/2" length of two opposite

propeller blades broken off. Vertical wheel shaft bushes of the steering engine

worn. Copper exhaust pipe between the HP and LP stern turbine temporarily

repaired. P.T.O.

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

seen, appears to be in satisfactory condition and eligible in my opinion to

remain as classed in the Society's Register Book with fresh records of BS-8,31

and TS (CL) seen-8,31.

Fees applied for 4.9.1931

Received by me, 16.9.1931

Engineer Surveyor to Lloyd's Register of Shipping.

TUE. 22 DEC 1931

TUE. 9 FEB. 1932

Lloyd's Register Foundation

W482-0047

ss ELSA MENZELL, cont:-

Repairs recommended:- Tail shaft to be drawn and weed lower half to be renewed. Broken tips of propeller blades to be cast on or to be trimmed off. Wheel shaft bushes to be renewed. Copper exhaust pipe between the HP and LP stern turbine to be renewed.

Damage repairs have been carried out as recommended with exception of the propeller which, at the request of the Owner, has been replaced by a new bronze propeller which has been previously ordered. Details of propeller:-

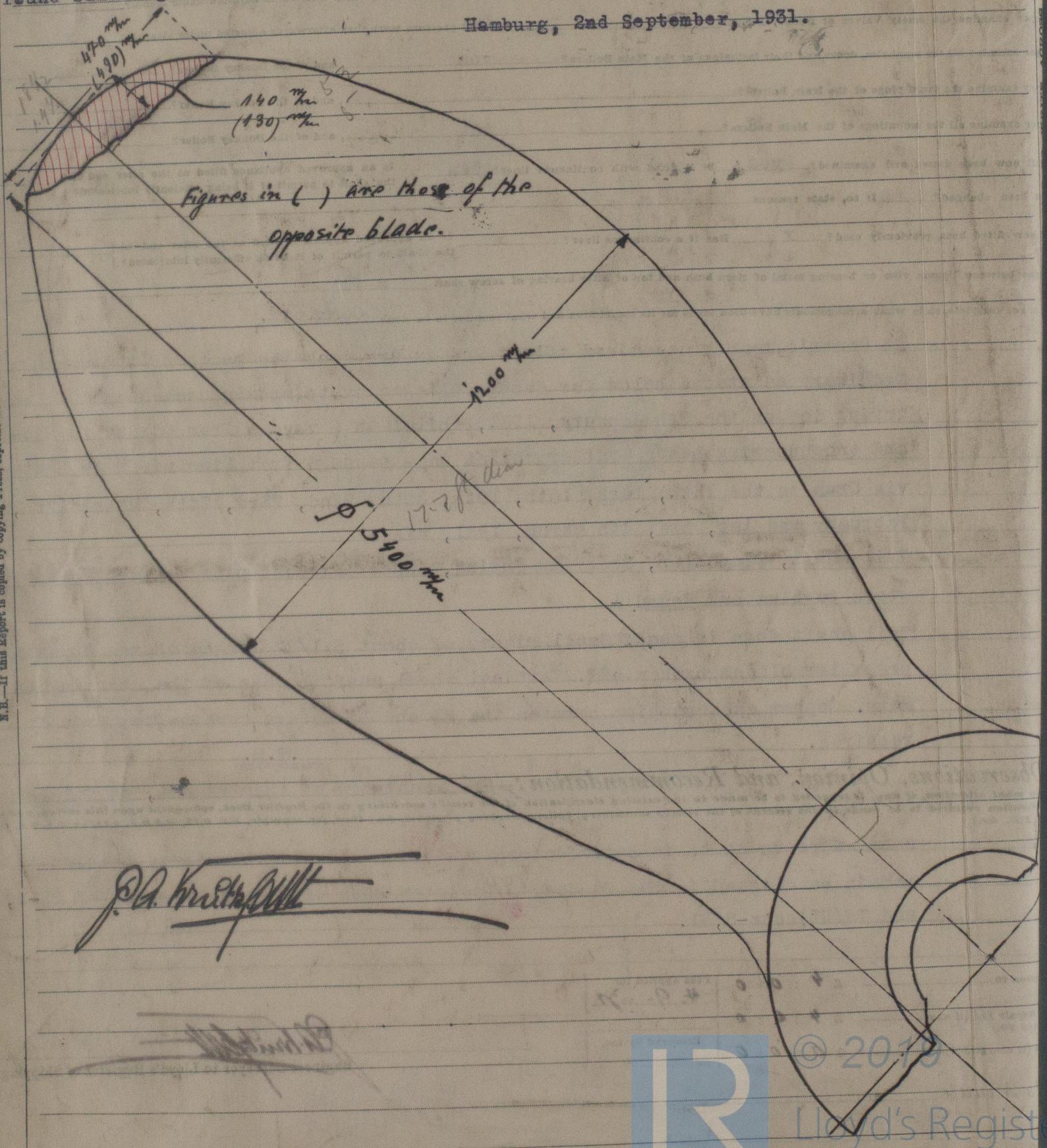
Ø 5700 mm Pitch 4660 mm Devellepped surface 11.- m² (4 blades)

Examined tail shaft when drawn and sternbush and found in order after the stern bush lower half had been renewed.

Further examined in dry deck the sea connections and their fastenings and found in order.

Examined all, main boilers internally and externally with mountings opened out, manholes, doors and fastenings, water tubes, water chambers, mud drums and steam drums and found all of these parts in order after the valves of the water gauge glasses have been renewed. Under steam examined the boilers, found same tight and adjusted their safety valves to 200 lb pressure.

Hamburg, 2nd September, 1931.



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.