Rpt. 9.

Supplementary No. 699

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

(Received at London Office 22 APR 1930)

Date of writing Report 7 April 1930 When handed in at Local Office 7 April 1930 Port of Jacksonville Fla.

No. in Reg. Book. ~~21896~~ Survey held at Jacksonville, Fla. Date, First Survey 23rd Dec. Last Survey ~~11 Jan~~ 17 FEB 1930 (No. of Visits 8.)

on the Machinery of the ~~Wood, Iron or~~ Steel S.S. "ELSA MENZELL" ex Duchdainie

Tonnage { Gross 6596 Net 4084

Nominal Horse Power { 678

No. of Main Boilers 3 S.E.

No. of Donkey Boilers

Working Pressure— Main Boilers 200

Donkey Boilers

Vessel built at Sunderland By whom Sunderland S. B. C. When 1921-5.

Engines made at Glasgow By whom J. Howden & Co. Ld. When 1921

Boilers, when made (Main) 1921 (Donkey)

Owners Menzell & Co Rederei Owners' Address (if not already recorded in Appendix to Register Book.)

Managers Port Hamburg. Voyage Jap. to Hamburg

If Surveyed Afloat or in Dry Dock (State name of Dock.) Afloat.

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 expired.	Machinery and Boiler Surveys (including date of N.B., if any).
✠100 A.1 S.D.S. at Sun 2.29		✠LMC. 2.30 ~~4.24~~
SS. Gls. No. 1 — 24		~~B.S. 1.27~~
		T.S. CL 2.28
		3 N.T.B.

Report No. Port

Particulars of Examination and Repairs (if any)

All Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and being detailed in the body of the report, should be briefly summarised at the end of the report. State also the and initials of any letters respecting this case.

In cases where the Surveyor has not made a special damage report he is required to state whether he and his services for this purpose, and why they were declined? ✓

Damage report made by anyone else? If so, by whom? Underwriters Surveyor.

Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? No

" Donkey " " " " ✓

If not done, state for what reasons? Survey for installation of new turbines.

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

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? ✓

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

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

Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? ✓, and of the Donkey Boiler? ✓

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

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

Has shaft now been drawn and examined? ✓ Is it fitted with continuous liner? ✓ Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ✓

Has now been changed? no If so, state reasons ✓

Is shaft now fitted been previously used? ✓ Has it a continuous liner? ✓ Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ✓

What distance between lignum vitæ or bearing metal of stern bush and top of after bearing of screw shaft? ✓

If survey is not complete, state what arrangements have been made for its completion and what remains to be done? ✓

Work done:- New turbines installed, tried out under steam at dock & sea trial & found satisfactory.

Turbines shipped from Glasgow by J. Howden & Co. Ld.

Marks:- MT 81
L.P. BELT 110 lbs. PER □"
H.P. P. McG. 7.7.19.
L.P. TESTED to 30 lbs. 26.2.20. P. McG.

B. The astern buckets of LP turbine (referred to on previous report) are now in order.

General Observations, Opinion, and Recommendation:— The machinery of this vessel, 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, E.&M.S. 9,11, or ✠L.M.C. 9,11, 140 lb., F.D., &c.)

now seen, is in good condition, eligible, in my opinion, to remain classed & to have record of ✠LMC. with date

Is a Certificate required? If so, to be sent to

Fee (per Section 28) £ ' "

Damage or Repair Fee (if any) (per Section 28.) £ ' ✓ "

Travelling Expenses (if chargeable) £ ' "

Fees applied for ✓ 19

Received by me, ✓ 19

Hugh Boyle
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Signed +LMC. 2.30

Condition Mach.

FRI. 4 JUL 1930

TUE. 8 JUL 1930

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Supplementary Rpt.

N.B.—If this Report is copied ... spread the ink, or to cause it to show through to the other side.

~~It is submitted that~~ this vessel is eligible to remain as CLASSED. without Spl Condition.

26/4/30

☞ THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.

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