

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

21 NOV 1934

(Received at London Office)

Date of writing Report 19 Nov 1934 When handed in at Local Office 19 Port of Prothadam

No. in Reg. Book. 75617 Survey held at Schudam Date, First Survey and Last Survey 16-11-1924 (No. of Visits 1)

on the Machinery of the Wood, Iron or Steel ELSA MENZELL

Tonnage { Gross 6559 Vessel built at Bingham By whom Bingham S. B. Co. When 1921 5
Net 3996 Engines made at Glasgow By whom J. Borden & Co. Ltd. When 1921

Nominal Horse Power 678 Boilers, when made (Main) 1921 (Donkey)

No. of Main Boilers 3 Owners Mumell Buderi A.G. Owners' Address Alambing
(if not already recorded in Appendix to Register Book.)

No. of Donkey Boilers 1 Managers Wiltons Dock Port Alambing Voyage

Steam Pressure in Main Boilers 200 lb If Surveyed Afloat or in Dry Dock Wiltons Dock Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

in Donkey Boilers 1

Last Report No. Port

Particulars of Examination and Repairs (if any) Condign

(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.)

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 ✓

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

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

Do. " Donkey " " " " " ✓

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

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

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? ✓

State latest date of internal examination of each boiler ✓

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

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

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

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

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

Has screw shaft now been drawn and examined? no 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? no

Has shaft now been changed? ✓ If so, state reasons ✓ Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ✓

Has the 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? ✓

State date of examination of Screw Shaft ✓ State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 16

Engine parts, when referred to by numbers, should be counted from forward.

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done. Survey completed
Vessel placed in drydock propeller stern bush and
all fastenings ex-^d and found in good condition

General Observations, Opinion, and Recommendation:— The machinery being
(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, B.&M.S. 9,11, or L.M.C. 9,11, 140 lb., F.D., &c.)

as far as seen in good and efficient condition
and of opinion that the vessel is eligible to remain
as classed without record of survey

Survey Fee (per Section 29) no fee Fees applied for 19
Special Damage or Repair Fee (if any) charged Received by me, 19
(per Section 29.)
Travelling expenses (if chargeable) £ : : 19

TUE. 27 NOV 1934

Committee's Minute as aboveAssigned as above

Engine Surveyor to Lloyd's Register of Shipping.

Lloyd's Register
Foundation
W482-0268

It is submitted that
this vessel is eligible to
remain as *CLASSED*.

Y.R.W.
22.11.34

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.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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