

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

(Received at London Office

26 SEP 1932)

Date of writing Report 21/9 1932 When handed in at Local Office 19 Port of Hamburg.

No. in Reg. Book. 61681 Survey held at Hamburg Date, First Survey 16/8/32 Last Survey 7th Sept. 1932 (No. of Visits 5).

On the Machinery of the ~~WOLFFHILF~~ Steel Sc. Sr. "ELSA MENZELL".

Tonnage Gross 6559 Vessel built at Kinghorn By whom Kinghorn S.B. Co. When 1921.5
 Net 3996 Engines made at Glasgow By whom J. Howden & Co. Ltd. When 1921.
 Nominal Horse Power 678 Boilers, when made (Main) 1921. (Donkey) X
 No. of Main Boilers 3 WTB Owners Menzell Reederei A.G. Owners' Address X
 (If not already recorded in Appendix to Register Book.)
 No. of Donkey Boilers 1 Managers X Port Hamburg Voyage Laid up.
 Steam Pressure in Main Boilers 200 lb If Surveyed Afloat or in Dry Dock afloat.
 in Donkey Boilers X (State name of Dock.) X

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.	Year surveyed now expired.	Machinery and Boiler Surveys (including date of N.B., if any)
+ 100 A 1 Shelter		+ LMC 2,30.
dk with freeboard		BS 8,31.
1,32.		TS (CL) 1,32.
ss. Kel.-No. 2-30.		

Last Report No. 20401 Port Hamb.

Particulars of Examination and Repairs (if any) Cond. Compl. BS.

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 summarized at the end of the report. State also the dates and initials of any letters respecting this case. X

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 X

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

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? yes, centre.

Do. " Donkey " " " X

If this was not done, state for what reasons? Port and staerb. main boilers have been previously examined. Please see Report No. 20401. dated Hamburg 13/6/32.

And what parts of the Boilers could not be thus thoroughly examined? none

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? X

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

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

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

Did the Surveyor examine the drain plugs of the Main Boilers? none fitted (W.T.B.) , and of the Donkey Boiler? X

Did the Surveyor examine all the mountings of the Main Boilers? yes, centre opened up. , and of the Donkey Boiler? X

Has screw shaft now been drawn and examined? NO Is it fitted with continuous liner? X Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? X

Has shaft now been changed? X If so, state reasons X

Has the 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

State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft vessel afloat.

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

Boiler Survey: Examined centre boiler internally and externally (W.T.B.) with mountings opened up manholes, doors and fastenings and found all of these parts in satisfactory condition. Under steam found this boiler tight and adjusted it's safety valves to 200 lb. pressure.

At the request of the Owners Superintendent Condition: Examined I.P. and L.P. turbines opened up with rotors and casings, pinion shafts and wheel gear, further double reduction gear opened up with casing, and shaft bearings, thrust shaft and it's block and found all of these parts in satisfactory condition.

General Observations, Opinion, and Recommendation:— The machinery of this vessel, as far as seen (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.)

appears to be in satisfactory condition and eligible in my opinion to remain as

as classed in the Society's Register Book with fresh record of:—B.S.—6,32.

Survey Fee (per Section 29)..... £ 6 : 0 : 0 Fees applied for 21. 9. 1932
 Special Damage or Repair Fee (if any)..... £ : : :
 Travelling expenses (if chargeable)..... £ 0 : 4 : 0 Received by me, 19

Committee's Minute
 Assigned

TUE 4 OCT 1932

P.S. 6, 32

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register
Foundation

W482-0287

Modus 8.32. Partly built 6.32

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.

How completed
Part engine examined

It is submitted that
this vessel is eligible for
THE RECORD

Mod 6.32

Y Run
29.9.32

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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