

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

(Received at London Office 17 JUN 1932)

Date of writing Report 13/6 1932 When handed in at Local Office 10 Port of Hamburg

No. in Reg. Book 20080 Survey held at Hamburg Date, First Survey 10/6/32 Last Survey 11th June 1932 (No. of Visits 2)

on the Machinery of the ~~WOOD~~ "ELSA MENZELL".

Gross Tonnage 6559 Net 3996 Vessel built at Kinghorn By whom Kinghorn S.B. Co. When 1921-5

Nominal Horse Power 678 Engines made at Glasgow By whom J. Howden & Co. Ltd. When 1921.

No. of Main Boilers 5473 Boilers, when made (Main) 1921 (Donkey) X

Owners Menzell Reederei A.G. Owners' Address X

No. of Donkey Boilers 1 Managers X Port Hamburg Voyage Galvastone.

Steam Pressure in Main Boilers 200 lb If Surveyed Afloat or in Dry Dock afloat (State name of Dock.) X

Last Report No. 20880 Port Rot.

Particulars of Examination and Repairs (if any) part.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 summarised 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, port & Starb. Do. " Donkey " " " " X

If this was not done, state for what reasons? Centre Boiler was under steam.

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, port & Starb 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, port & Starb, and of the Donkey Boilers? X

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

Did the Surveyor examine all the mountings of the Main Boilers? yes, port & starb 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 X

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

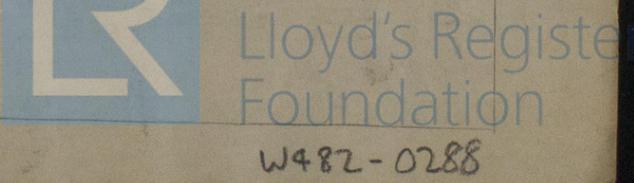
For completion of Boiler Survey it remains;- The centre boiler to be examined internally and externally and it's safty valves to be adjusted. As stated by the owners Superintendent this will be done at vessel's return from present voyage. Now done:- Examined port and starb, main boiler internally and externally (W.T.B) with mountings opened up, manholes, doors and fastenings and found all of these parts in satisfactory condition. Under steam found these boilers tight and adjusted their safety valves to 200 lb pressure.

General 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 record of:-BS.-6,32, deferred for completion.

Survey Fee (per Section 28) £ 3 : 0 : 0 Fees applied for 13. 6 '19 32 Special Damage or Repair Fee (if any) £ : : : Received by me, Travelling expenses (if chargeable) £ - : 10 : 0

Committee's Minute TUE. 21 JUN 1932 Assigned As now TUE. 4 OCT 1932

W. L. M. 2019 Engineer Surveyor to Lloyd's Register of Shipping.



Has a Survey also been held on Ship if so, is the Report sent now, or when will it be sent?

10m. 7. 30 - Transfer Ink. (The Surveyors are requested not to write on or below the space for Committee's Minute.)

Insert Character of Ship and Machinery precisely as in the Register Book. Is a Certificate required? If so, to be sent to

BS due 8.32 partly held now.

Completion on return.

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.

It is submitted that this vessel WILL BE eligible for the record BS 6.32 when centre boiler has been surveyed.

*CWJ*

20.6.32

100  
100  
100  
100  
100

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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