

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

(Received at London Office

17 JUN 1932)

Date of writing Report 13/6 to 32 When handed in at Local Office 10 Port of Hamburg

No. in Reg. Book. Survey held at Hamburg Date, First Survey 10/6/32 Last Survey 11th June 1932

20080 on the Machinery of the ~~ELSA MENZELL~~ Steel Sc. Sr. "ELSA MENZELL". (No. of Visits 2)

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

Engines made at Glasgow By whom J. Howden &amp; Co. Ltd. When 1921.

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

Owners Menzell Reederei A.G. Owners' Address X

Managers X (if not already recorded in Appendix to Register Book.)

Port Hamburg Voyage Galvestone.

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. X

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

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 safety 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

(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

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) (per Section 28.) £ : : : Received by me, 19

Travelling expenses (if chargeable) £ - : 10 : 0

Committee's Minute TUE. 21 JUN 1932

Assigned As now

TUE. 4 OCT 1932

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

W482-0288

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

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.

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

CWJ  
20.6.32

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.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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