

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

14 DEC 1931

(Received at London Office)

Writing Report 7th Dec. 1931. When handed in at Local Office 11. Port of HAMBURG.

Survey held at HAMBURG Date, First Survey 7 Last Survey 4th Dec. 1931
(No. of Visits 1)

on the Machinery of the Wood, Iron or Steel So. S. "ELSA MENZELL"

Gross 6559 Vessel built at Kiel By whom Lingham S.B. Co. When 1921-5
Net 3996 Engines made at Glasgow By whom J. Louden & Co When 1921
Horsepower 678 Boilers, when made (Main) (Donkey)
Main Boilers 3 M.T. Owners Menzell Reederei A.G. Owners' Address
(if not already recorded in Appendix to Register Book.)
Managers Port Hamburg Voyage America
If Surveyed Afloat or in Dry Dock Afloat
(State name of Dock.)

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 allowed to expire	Machinery and Boiler Surveys (including date of N.B., if any)
<u>2-100-11</u> <u>Fuller</u>		<u>2-LMC-2,30</u>
<u>de with fuel - 8.31.</u>		<u>BS - 8.31.</u>
<u>SS. Keel 7-2-30</u>		<u>7. 1/2 1/4 / run</u>
		<u>8.31.</u>
		<u>M.T.B.</u>

Report No. _____ Port _____
Particulars of Examination and Repairs (if any) Donk.

Surveys, when held, must be reported in detail and serially 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 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 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 has performed his services for this purpose, and why they were declined?

Damage report made by anyone else? If so, by whom?

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

" Donkey " " "

not done, state for what reasons?

Parts of the Boilers could not be thus thoroughly examined?

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 Boilers?

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?

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?

Shaft now been changed? If so, state reasons

Shaft now fitted been previously used?

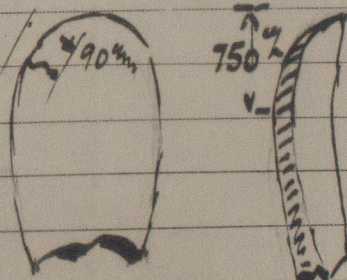
Has it a continuous liner?

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

Distance between lignum vitae 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.

At request of the Owners representatives examined the propeller (brass) - damage alleged sustained in consequence of vessel's collision with quay wall at Hellenau on the 25th Sept. 1931. - vessel on a voyage from Lundershall to the U.S.A. and found one tip of the propeller bent forward and a crack of 90th in length near tip. (Please see sketch). Due to shortness of time vessel has been only dipped, and crack drilled off. -



General Observations, Opinion, and Recommendation:— The machinery of this vessel is 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.A.M.S. 9,11, or L.M.C. 9,11, 140 lb., F.D., &c.)
as seen, appear to be in seaworthy condition and eligible in my opinion to remain as classed in the Reg Bk without fresh revision to re-examination of the propeller in Dry Dock after vessel's return on present voyage to America and back to Hamburg.

(per Section 29) £ : : Fees applied for 33 Dec. 1931
Damage & Repair Fee (if any) £ 3 : 0 : 0
(per Section 29.)
Expenses (if chargeable) £ 0 : 5 : 0
Received by me, 19

TUE. 9 FEB. 1932

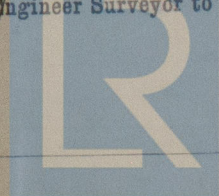
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Signed

as now

Subject re



Lloyd's Register
Foundation
W482-0203