

(Received at London Office)

of writing Report 7th Dec. 1931. When handed in at Local Office 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 S.S. "ELSA MENZEL"

Gross 6559 Vessel built at Kiel By whom Lüthgen S.B. Co. When 1921-5
 Net 3996 Engines made at Glasgow By whom J. Henderson & Co When 1921
 Main Boilers 3 M.T. Boilers, when made Main (Donkey)

Owners Menzel 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

Report No. _____ Port _____

Particulars of Examination and Repairs (if any) None.

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?

Has a special damage report been made by anyone else? If so, by whom?

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

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER. (if for Special Survey, Date of last Survey and of Periodical Surveys)	Years allowed to have expired.	Machinery and Boiler Surveys (including date of N.B., if any)
<u>2-10071 Fisher</u>		<u>2-LMC - 2, 30</u>
<u>do with fuel - 8, 31.</u>		<u>BS - 8, 31.</u>
<u>SS Kol 7 2-30</u>		<u>7 1/2 / 8 1/2 run 8, 31.</u>
		<u>M.T.B.</u>

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?

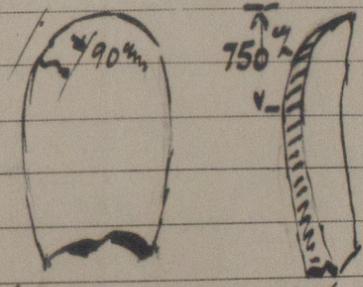
Shaft now been drawn and examined? _____ Is it fitted with continuous liner? _____ Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

Shaft now 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 Lüttenau on the 25th Sept. 1931. - vessel on a voyage from Lundersvall to the U.S.A. and found one lip 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 satisfactory 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)..... £ : : 53 Dec. 1931

Damage Repair Fee (if any)..... £ 3.0.0

(per Section 29.)

Expenses (if chargeable)..... £ 0.5.0

Received by me, _____ 19 _____

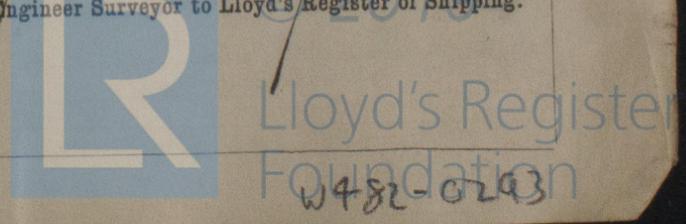
TUE. 9 FEB. 1932

Friedrich Hill
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute _____

dated as now

Subject re



Insert Character of Ship and Machinery precisely as in the Register Book.

Is a Certificate required? If so, to be sent to _____