

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report July 3rd 1931 When handed in at Local Office July 3rd 1931 Port of Baltimore, Md.No. in Survey held at Baltimore, Md. Date, First Survey July 2nd 1931 Last Survey July 3rd 1931
Reg. Book. on the Wood, Iron or Steel ELSA MENZELL (No. of Visits 1)Built at Kinghorn By whom Kinghorn S.B. Co. When 1921 MONTH 5
GROSS 6559 Owners Menzell Reederei A.G. Owners' Address As recorded
(if not already recorded in Appendix to Register Book).
UNDER DK. 6184 Managers ----- Port belonging to Hamburg
NET 3996Surveyed Afloat or in Dry Dock? afloat Name of Dock Spanous Pt. Destined Voyage Hamburg via Tampa
WB=CellDBorDBa feet; uE&B feet; f feet
total capacity tons. FPT tons; APT tons; MT feet tons.N.B.—All alterations in the existing records should be underlined.
If the Vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides of the tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, girders, and of the inner bottom plating, especially in the boiler space.Last Report, No. 32730 Port N YK

(Periodical Surveys, when held, must be reported in detail and serially 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 summarised in the form shown below. Whenever the replacement of Anchors or Chains is reported, the particulars should be clearly stated in the space provided on the back of this form. State also the dates and initials of any letters respecting this case.)

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 to whom and why they were declined NotSociety's Freeboard (if assigned) as painted on Ship and now verified ft. ins.Was a damage report made by anyone else? If so, by whom? at a home port

REPAIRS, OR EXAMINATION AS PER RULE, FOR

Renewal of shell Rivets on Starboard side, Not Vess.
to vessel stated to have sustained damage & having been previously surveyed
in consequence of encountering ice Jan. 7th 31. in the River Bay on voyage from
Odessa to Nikolaiyev
Now Done: With vessel lying afloat discharging ore, 7 shell
Rivets through clip to 3rd B.H. bracket down from deck head & 1 Rivet through
clip to 2nd B.H. bracket, all on Port side & aft End of Not Vess. Now cut out
wherever. Shell has tested & proven tight.

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Renewed								
Removed and Fair'd or Repaired								
Fair'd or Repaired in place								

PRESENT CONDITION OF THE

Decks	State if Tanks have been examined inside	Dblg. Plates under Sounding Pipes	Copper, or Y.M. of Wood Vessels
Caulking of Decks	State if Tanks now tested	Engine Room Skylights	(State if on Felt). When put on, Month
Coamings	Bulkheads	Coal Bunkers, Open'gs, Lids, &c.	Boats
Beams & Fastenings	Ceiling	Scuppers	Masts, Yards, &c.
Outside Plating	Cement or Asphalt	Cargo Hatchways	Condition, how ascertained
Breasthooks	(State which.) Rudder	Hatches	(State if wedges removed)
Transoms	Steering gear and its connections	Planking of Wood Vessels	Sails
Frames	Windlass	Caulking	Equipment letter
Reverse Frames	Have Pumps now been examined and found effi- cient? <u>Conf</u>	Treenails	Anchor, No. of
Longitudinals	Have Sluice Valves now been examined and found efficient? <u>Conf</u>	Breasthooks & Stemson	Cables (State if now ranged)
Transverses	Have Watertight Doors now been examined and found efficient?	Transoms, Pointers, & Crutches	" length
Floors	Have Ventilators and their Coamings been examined and found efficient?	Timbers of Frame at openings	" (on board)
Keelsons		Ditto ditto at other places	" Rule length
Stringers		Stringers, Clamps & Shells	Hawser & Warps
Inner Bottom Plating		Salting	Standing and Running Rigging
		(State if examined.)	

General Observations, Opinion as to Class, Recommendation, &c.:—

State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example:—"to remain as now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,24," or "to remain as classed and to have record of survey, 1,24, and the notations of ss No. 1-24 and ptND24, &c."

Vessel eligible to be continued as now classed
Flooded. Sheer Deck with Truss.
Vessel to further examine at home port (in damage). Copper & Lead
Pipe between H.P. & L.P. Astern turbines to Renew on arrival at Hamburg

Survey Fee (per Section 29)	£	Fees applied for, <u>3rd July 1931</u>
Special Damage or Repair Fee (if any)	£ <u>25.00</u>	Received by me. <u>19</u>
Travelling Expenses (if chargeable)	£ <u>1.00</u>	
Second Surveyor's Fee (if any)	£	

Committee's Minute

Character Assigned

NEW YORK JUL 8 1931

FRI. 25 SEP 1931

Deferred for B.S.

Surveyor to Lloyd's Register of Shipping.



© 2019

Lloyd's Register
Foundation

W482-0299