

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

20 APR 1931

(Received at London Office)

Report 7 April 1931. When handed in at Local Office 7 April 1931. Port of New York  
Survey held at Brooklyn N.Y. Date, First Survey March 13<sup>th</sup> Last Survey May 30 1931  
(No. of Visits 2)  
Machinery of the Vessel, Iron or Steel S.S. Elsa Menzell  
Vessel built at Kinghorn By whom Kinghorn S.B.C. When 1921  
Engines made at Glasgow By whom J. Howden & Co. Ltd. When 1921  
Boilers, when made (Main) (Donkey)  
Owners Menzell Reederei A.G. Owners' Address  
(if not already recorded in Appendix to Register Book.)  
Managers Port Hamburg Voyage  
X Surveyed Afloat or in Dry Dock Robins Plant  
(State name of Dock.)

No. Port  
of Examination and Repairs (if any) Heavy weather damage  
When held, must be reported in detail and verbatim in the terms of the Rules. State clearly the  
any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on  
(the cause of which must be stated) should be separated from Repairs due to other causes; and  
in the body of the report, should be briefly summarised at the end of the report. State also the  
any letters respecting this case.  
ere the Surveyor has not made a special damage report he is required to state whether he  
es for this purpose, and why they were declined? See Boston D.R. No 602.  
t made by anyone else? If so, by whom? Stuart Murphy at Boston  
nally go inside each Main Boiler separately and make a thorough examination at this time? ☒

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Years assigned and expired.	Machinery and Boiler Surveys (including date of N.B., if any)
+100 A.I. Shelter Deck with F.B. 5-30		+L.M.C. 2-30 B.S. 5-30
S.S. Kel No 2-30		C.L. 5-30
		N.T.B.

Donkey ☒ ☒ ☒  
Boilers could not be thus thoroughly examined?  
as, in the absence of internal examination, were adopted by the  
himself of the thorough efficiency of those parts of each Boiler?  
the Safety Valves of the Main Boiler? ☒ To what pressure were they afterwards adjusted under steam? ☒  
the Safety Valves of Donkey Boiler? ☒ To what pressure were they afterwards adjusted under steam? ☒  
line all the manholes, doors and their fastenings of the Main Boilers? ☒ , and of the Donkey Boilers? ☒  
line the drain plugs of the Main Boilers? ☒ , and of the Donkey Boiler? ☒  
line all the mountings of the Main Boilers? ☒ , and of the Donkey Boiler? ☒  
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? ☒  
changed? ☒ If so, state reasons ☒ Is an approved appliance fitted at the after end of  
the shaft to permit of it being efficiently lubricated? ☒  
tted been previously used? ☒ Has it a continuous liner? ☒  
etween lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft ☒

complete, state what arrangements have been made for its completion and what remains to be done Complete for damage stated sustained  
weather encountered on a voyage from Nicolaieff to Boston between the  
Feb 13-31 & March 4-31  
Now Done - The electric light wiring throughout was searched for grounds  
out satisfactory. Feed & filter tank was made tight. One lead length  
pipe in tunnel was renewed. One bilge suction length of iron to  
situated in tunnel was renewed. One length of bilge suction pipe  
hold was renewed. & suction to No 2 D.B. tank were renewed  
of overboard discharge pipe from Condenser was renewed

servations, Opinion, and Recommendation: - The machinery of this vessel  
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  
ation 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,  
D., &c.)  
is eligible in my opinion to remain as now classed  
thout fresh record of survey subject to Copper exhaust pipe between  
P. astern turbine being renewed on return to Hamburg

on 28) \$15: : Fees applied for  
Repair Fee (if any) £ : : March 20, 1931  
(if chargeable) £ : : Received by me,  
March 23, 1931

's Minute NEW YORK APR 8 - 1931 FRI. 25 SEP 1931  
As now subject

M. Dickson  
Engineer Surveyor to Lloyd's Register of Shipping.

