



LLOYD'S REGISTER OF SHIPPING

PORT Boston, Massachusetts

March 10, 1931

D. R. No. 602

THIS IS TO CERTIFY THAT

B. Stewart Murphy

the undersigned Surveyor to this Society did at the request of The Master, proceed on board the S. S. "Elsa Menzell" of Hamburg, No. 70074 in the Register Book, on March 9, 1931 and on subsequent date, while lying afloat at the wharf of the Mystic Iron Works, Everett, in order to ascertain the nature and extent of damage stated to have been sustained by encountering ice on January 7, 1931, while on a passage from Odessa to Nicolaieff in ballast; and by encountering heavy weather while on a passage from Nicolaieff to Boston via Cran for bunkers on February 13th, 14th, 15th, 19th, 20th, 22nd, 23rd, 24th, 25th, 27th, 28th, March 1st, 3rd and 4th, 1931, with a cargo of iron ore.

For full particulars please see Log Books and Protest.

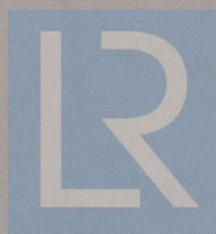
ICE DAMAGE JANUARY 7, 1931:

FOUND:

Copper expansion exhaust pipe between H. P. and L. P. astern turbines which had broken and had been repaired at Nicolaieff, will be renewed on the vessel's return to Hamburg.

This Certificate  
"While the  
is understood  
inaccuracy in  
lication of the  
the Society."

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One length of overboard discharge pipe from main condenser had broken and had been repaired at Oran, will be repaired or renewed at New York.

Double bottom tanks Nos. 1, 2 and 6 reported to be leaking.

The tanks were examined internally and found to be undamaged.

WEATHER, FEBRUARY 13th TO MARCH 4th, 1931:

The following repairs to be carried out at New York:

D:

RECOMMENDED:

CASTLE DECK:

Four windlass guards damaged.

To be repaired and refastened.

Two pipe covers damaged.

To be straightened and repaired.

One steam pipe cover and chairs damaged.

To be repaired and refastened.

WARD DECK:

Starboard rail, two bays rail and one stanchion damaged.

Rail to be repaired and one stanchion renewed.

Tarpaulins torn.

To be renewed.

Bolt for deck steam pipe chair, starboard bridge bulkhead, broken.

To be renewed and casing refastened.

Starboard derrick chair broken.

To be repaired.

Deck pipe and two valves damaged, and partly missing.

To be renewed.

Hatch bars bent.

To be straightened and repaired.

PORT HOLD, PORT SIDE:

Shell rivet in middle bracket in after bulkhead leaking.

To be renewed and adjoining rivets to be caulked or renewed.

BRIDGE DECK:

Stanchion sockets started on deck. One length of spreader damaged.

Stanchion to be refastened and spreader renewed.



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FOUND:

RECOMMENDED:

Port ladder hand rail damaged.  
Deck leaking in way of store-room.

To be repaired and refastened.  
To be searched and caulked and made tight.

MAIN DECK FORWARD NO. 3 HATCH  
IN WAY OF OFFICER'S MESS ROOM:

STRAKE, PORT AND STARBOARD SIDE:

Deck plates fractured.

Lithosilo to be removed and plates exposed for further examination at New York.

Officer's bath room steel door and frames buckled.

To be faired and lock repaired.

AFTER DECK:

Deck line in way of No. 5 hatch damaged.

To be repaired and partly renewed.

Two life rings with hand lines missing.

To be renewed.

Four ventilator covers torn.

To be renewed.

NO. 6 HOLD, PORT SIDE:

Third frame space forward of deep bracket, seam rivets leaking.

To be cut out and renewed, and seam caulked.

BOAT DECK:

PORT LIFE BOAT:

Five strakes of hull planking, chafing strips and beading broken.

To be renewed.

Half broken.

To be renewed.

Frames in way broken.

To be renewed.

Stern post split, and iron work in way started.

Stern post to be renewed and iron work refitted.

Beams leaking.

Fastenings to be overhauled and hardened up.

Deck covers broken.

Air tanks in way of damage to be removed, tested, repaired and refitted.

To be repaired and partly renewed.



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## UND:

ocks damaged.  
 at gripes damaged.  
 ope falls cut to secure boat.  
 at deck planking on port and  
 Harboard sides together with  
 ading broken and started.  
 ve ventilators on port side  
 aged.  
 ve ventilators on starboard  
 ide started.  
 ter rail on port side bent  
 started.  
 IEF ENGINEER'S ROOM, PORT SIDE:  
 rward bulkhead plating and  
 wiffeners set in.  
 lded butt started.  
 ck angle bent.  
 od sheathing, bunk, wardrobe  
 and other fittings damaged and  
 broken.  
 o port light frames on forward  
 khead damaged.  
 eviling and lithosilo covering in  
 chief engineer's quarters started  
 damaged by water.  
 khead plate adjacent to port  
 alley door set in.  
 ven port light glasses in way of  
 accommodations broken.  
 rt galley door and frame buckled.  
 esh water suction pipe, forward  
 d of midship house, starboard  
 e broken.

## RECOMMENDED:

To be partly renewed and refastened.  
 To be repaired.  
 To be renewed.  
 To be renewed to a suitable shift of  
 butts where broken, refastened and  
 caulked.  
 Beams to be faired in way.  
 To be repaired and rejointed.  
 To be rejointed to deck.  
 To be repaired and refastened.  
 To be removed, faired and refitted.  
 To be veed out and welded.  
 To be faired in place and reriveted.  
 To be repaired and partly renewed.  
 To be removed, straightened and  
 refitted and one glass and one frame  
 to be renewed.  
 To be lifted, deck cleaned off,  
 tiling refitted or renewed and  
 lithosilo covering renewed.  
 Chief engineer's room to be recoated  
 and finished as before.  
 To be faired in place.  
 To be renewed.  
 To be faired and repaired.  
 To be renewed.



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## RECOMMENDED:

Electric light wiring and  
fittings in accommodations  
damaged by water.

System to be tested, and damaged  
fittings and wiring renewed or  
repaired as directed.

and filter tank in engine  
room leaking.

To be repaired by welding and made  
tight.

Lead bend suction pipe in  
No. 2 hold broken.

To be renewed.

Port iron bilge suction in  
No. 2 hold broken.

To be renewed.

Port and starboard bilge  
suction pipes in No. 2 hold

These pipes have been renewed at  
Boston.

Bilge suction pipe broken  
in No. 2 hold.

To be renewed.

Port and starboard bilge  
suction pipes in No. 2  
hold broken.

To be renewed.

The following repairs will be carried out at Hamburg:

Wire reel on forecastle deck  
damaged. To be repaired.

No. 1 winch throttle valve  
damaged away and has been  
renewed by the crew.

No. 2 winch brake band  
damaged and has been renewed by

Canvas dodger on lower bridge  
damaged. To be renewed.

## BRIDGE HOUSE:

Lead sheathing in accommodations  
damaged in several places by crew  
for rainage and for examina-  
tion for leakage.

To be repaired and recoated.

Deck covering in rooms  
and alleyways started and broken  
down.

To be lifted, deck cleaned and  
covering renewed.



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FIND:

RECOMMENDED:

ASSISTENT ENGINEER'S ROOM,  
STARBOARD SIDE:

Forward bulkhead plating set in  
wood sheathing started.

Plating to be released, faired in  
place and reriveted. Wood sheathing  
to be removed and partly renewed.

Ash chutes damaged.

To be renewed.

Piping and valves for distilling  
apparatus on boat deck damaged.

To be repaired and partly renewed.

Galley coal box cover damaged.

To be straightened and repaired.

Small steam boiler in galley  
damaged.

To be repaired.

Disturbed work to be recoated as before.

*Robert [Signature]*



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