

REC'D NEW YORK MAR 12 1931

No. 2651

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

(Received at London Office)

31 MAR 1931

Writing Report March 10 to 31 When handed in at Local Office

Port of Boston, Massachusetts

Survey held at Everett, Mass. Date, First Survey March 9 Last Survey March 10 19 31  
(No. of Visits 2)

on the Machinery of the ~~XXXXXXX~~ S. S. "Elsa Menzell"

Gross 6559

Net 3996

Net 678

Boilers 3

Boilers 200 lbs

Boilers

Vessel built at Kinghorn

Engines made at Glasgow

Boilers, when made (Main) 1921

Owners Menzell Reederei A. G.

Managers

By whom Kinghorn S. B. Co.

When 1921

By whom J. Howden & Co. Ltd.

When 1921

(Donkey)

Owners' Address

(if not already recorded in Appendix to Register Book.)

Port Hamburg

Voyage New York

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 assigned new or expired.

Machinery and Boiler Surveys (including date of N.B., if any)

100A1 Shelter dk LMC 2,30

with freeboard 5,30 BS 5,30

ss Kel. No.2-30 TS seen 5,30

## Particulars of Examination and Repairs (if any)

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 any 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.

Where the Surveyor has not made a special damage report he is required to state whether he has made a special damage report for this purpose, and why they were declined? copy attached

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

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

Donkey

Has the Surveyor done, state for what reasons?

Has the Surveyor examined the parts of the Boilers could not be thus thoroughly examined?

Has the Surveyor examined the parts of the Boilers could not be thus thoroughly examined?

Has the Surveyor examined the Safety Valves of the Main Boiler?

To what pressure were they afterwards adjusted under steam?

Has the Surveyor examined the Safety Valves of Donkey Boiler?

To what pressure were they afterwards adjusted under steam?

Has the Surveyor examined all the manholes, doors and their fastenings of the Main Boilers?

, and of the Donkey Boilers?

Has the Surveyor examined the drain plugs of the Main Boilers?

, and of the Donkey Boiler?

Has the Surveyor examined all the mountings of the Main Boilers?

, and of the Donkey Boiler?

Has the 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?

Has the shaft now been changed? If so, state reasons

Has it a continuous liner?

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

Has the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft

Is the survey not complete, state what arrangements have been made for its completion and what remains to be done SURVEY HELD ON ACCOUNT OF DAMAGE

ENCOUNTERING ICE IN THE BLACK SEA ON JANUARY 7, 1931, while on a passage from

to Nicolaieff in ballast: Copper expansion pipe between H. P. and L. P. astern turbine which

broken and was repaired at Nicolaieff will be renewed on the vessel's return to Hamburg. One

of overboard discharge pipe from main condenser which had broken and was repaired at Oran

renewed at New York. For further particulars of damage please see Boston Damage Report

, copy of which is attached hereto.

Observations, Opinion, and Recommendation:— The machinery of this vessel is in good

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.M.S. 9,11, or L.M.C. 9,11,

efficient condition and in the opinion of the undersigned eligible to remain as now Classed in

Register Book, without fresh record, subject to repairs being effected at New York and Hamburg.

Section 23)..... £

or Repair Fee (if any)..... £

Section 23.)..... £

ences (if chargeable)..... £

Fees applied for

19

Received by me,

19

Committee's Minute NEW YORK MAR 18 1931

As now subject

FRI 25 SEP 1931

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register  
Foundation  
W482-0327