

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

(Received at London Office 31 MAR 1931)

Writing Report March 10 1931 When handed in at Local Office 19 Port of Boston, Massachusetts

Survey held at Everett, Mass. Date, First Survey March 9 Last Survey March 10 1931 (No. of Visits 2)

on the Machinery of the ~~XXXXXX~~ Steel S. S. "Elsa Menzell"

Gross 6559 Vessel built at Kinghorn By whom Kinghorn S. B. Co. When 1921-5  
Net 3996 Engines made at Glasgow By whom J. Howden & Co. Ld. When 1921

Boilers 3 Boilers, when made (Main) 1921 (Donkey) Owners' Address  
(if not already recorded in Appendix to Register Book.)  
Port Hamburg Voyage New York

Boilers 200 lbs If Surveyed Afloat ~~XXXXXX~~ Yes  
(State name of Dock) Mystic Iron Works, Everett, Mass.

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

Report No. Port

Particulars of Examination and Repairs (if any)

Surveys, when held, must be reported in detail and serialim 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.

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

Age report made by anyone else? If so, by whom?

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

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?

How often changed? If so, state reasons

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

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

Caused THROUGH 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 Cran

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, or I.B., F.D., &c.)

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.

Fees applied for Received by me, 19

Committee's Minute NEW YORK MAR 18 1931 As now subject



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

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