

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 7th Oct 1930 When handed in at Local Office 7/10/1930 Port of Antwerp.

No. in Survey held at Antwerp. Date, First Survey 27th Sept. Last Survey 7th Oct. 1930. Reg. Book.

70074 on the Wood, Iron or Steel 1/2 ELSA MENZELL.

TONNAGE: Built at Kinghorn. By whom Kinghorn S.B. Co. When 1921-5.

GROSS 6559. Owners Menzell Ruderei A.G. Owners' Address (if not already recorded in Appendix to Register Book).

UNDER DK. 6184. Managers Port belonging to Hamburg.

NET 3996. Surveyed Afloat or in Dry Dock? Afloat Name of Dock Canal Basin. Destined Voyage Boston.

WB=CellDBorDBa 125 feet; uE&B 26 feet; f 175 feet. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

total capacity 1482 tons. FPT 97 tons; APT 119 tons; DT 23 feet 846 tons.

N.B.—All alterations in the existing record 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, and of the inner bottom plating, especially in the boiler space.

Last Report, No. 19382 Port Ham.

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 Yes.

Report not required. Was a damage report made by anyone else? If so, by whom? Geo. W. Goodblood.

REPAIRS, OR EXAMINATION AS PER RULE, FOR Damage stated to have been sustained (1) through

collision with the 1/2 Aden (of Dunkirk), on the 29th September 1930, while lying in the

Canal Basin, Antwerp, & (2) through heavy weather, between 19th & 21st September

1930, while on the voyage from Galveston to Antwerp.

For No. 1 damage:—On Port bow, 1st strike below upper deck sheer. No. 4 shell plate

1 frame in way faired in place, & 8 rivets renewed.

For No. 2 damage:—

The poop compass, patent log line & fittings all renewed.

4 W.C. teakwood doors with their frames hinges & locks completely renewed.

Crew's accommodation aft (sailors & firemen's) completely refitted with new tables

benches, beds, lamps, heaters & pipes, all electric lighting gear & etc. [See sheet No. 2]

SUMMARY OF DAMAGE REPAIRS:—

Renewed ...

Removed and Faired or Repaired ...

Faired or Repaired in place ...

PRESENT CONDITION OF THE

Decks ... good

Pauking of Decks ...

Coamings ...

Beams & Fastenings ...

Outside Plating ...

Breasthooks ...

Transoms ...

Frames ... good

Reverse Frames ...

Longitudinals ...

Transverses ...

Floors ...

Keelsons ...

Stringers ... good

Bottom Plating ...

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."

This vessel is now in good condition, & eligible in my opinion to remain as now

classed in the R.B. without fresh record of survey.

Survey Fee (per Section 20) ...

Special Damage & Repair Fee (if any) ...

Traveling Expenses (if chargeable) ...

Second Surveyor's Fee (if any) ...

Committee's Minute ...

Character Assigned ...

Fees Applied for, ...

Received by me, ...

Surveyor to Lloyd's Register of Shipping.

5/5 'ELSA MENZELL.'

Hull damage repairs continued:

Sheet No. 2.

Ventilators - 7 on after deck renewed.

Engineer's deck house - Plating on starboard side fore, removed, faired & replaced, & all the internal fittings renewed. Ventilator renewed, all electric wiring & fittings overhauled & renewed as necessary.

Galley. side plating & doors removed faired & replaced. stiffeners
sired & refitted, skylight repaired as necessary.

Starb^h. ash shoot renewed. port shoot repaired.

Starb^d. bunker hatch covers renewed.

Life boats - 2 & the working boat renewed, covers repaired, chocks renewed, davits removed faired & replaced.

Starb^d. boat deck - renewed as necessary & the whole deck paged & caulked. forward rails repaired, & after fitted with new wires.

one post life boat repaired, also its covers, chocks & davit as necessary.

Bridge deck. deck caulked, 2 awning stanchions faired in place & 2 spars renewed. forward hind rails repaired & part renewed. canvas screen entirely renewed. Stair^d ladder & rails renewed.

Lifebelt box⁷ & 27 life belts renewed.

Wheelhouse - all electric wires & fittings completely overhauled & parts renewed as necessary.

Navigation budge - wood screen renewed as necessary. Start^l side light & its fittings renewed.

Marcini ⁴⁷ set overhauled, readjusted & accumulators renewed.

Forecastle rails repaired as necessary.

side light glasses - 18 renewed. In^d. deck steam pipes repaired.

Tarpaulins - 12 new supplied.

Telemotor pipes on bridge deck partly renewed, the system cleaned & refilled & the steering gear tested with satisfactory results.

Telegraph - Completely overhauled from bridge to engine room, pipes renewed & all necessary repairs carried out.

Speaking tubes, repaired + part renewed.

Service (daily) oil tanks at top of engine room re-secured.

Two engine room ventilators repaired.

Poop house skylight repaired as necessary, & the poop deck paged
 & caulked.

Besides the foregoing, a large number of minor defects on deck & in deck houses, such as W. Cs. their pipes, fittings & etc. have been renewed or repaired as necessary, & now the vessel is in good & safe condition.

H.L.I.

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