

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

No. 17269

(Received at London Office)

Survey held at Antwerp Date, First Survey 27th Sept. Last Survey 4th Oct. 1930  
 (No. of Visits 3)  
 on the Machinery of the Wood Iron or Steel S/ SELSA MENZELL  
 Gross 6539 Vessel built at Kinghorn By whom Kinghorn S.B. Co. When 1921-5  
 Net 3996 Engines made at Glasgow By whom J. Howden & Co. Ltd. When 1921  
678 Boilers, when made (Main) 1921 (Donkey) None  
 Boilers 3 Owners Menzell Reederei, A.G. Owners' Address Hamburg Voyage Boatou  
 Managers ✓ If Surveyed Afloat or in Dry Dock Canal Basin  
 (State name of Dock.)

Particulars of Examination and Repairs (if any) Damage  
 Surveys, when held, must be reported in detail and seriatim 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  
 if 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 services for this purpose, and why they were declined? Yes. Repair not required.  
 a damage report made by anyone else? If so, by whom? Yes. Mr. Goedbloed.  
 Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? No.  
 " " " " " " None.  
 " " " " " " Not due.  
 not done, state for what reasons?

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Years assigned now expired	Machinery and Boiler Surveys (including date of N.B., if any)
+100 A.1. Skutter dk. with fuelboard 530 SS. Kel. No. 2-30.		+L.M.C. 2-30 B.S. 5-30. T.S. 5-30. (4)

Parts of the Boilers could not be thus thoroughly examined? ✓  
 Special means, in the absence of internal examination, were adopted by the ✓  
 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? No. 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?  
 Shaft now been changed? ✓ If so, state reasons ✓ Is an approved appliance fitted at the after end of ✓  
 the shaft to permit of it being efficiently lubricated?  
 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 ✓  
 is not complete, state what arrangements have been made for its completion and what remains to be done Complete.  
 Damage stated to have been sustained during heavy weather, between the 19th &  
 September 1930, while on the voyage from Galveston to Antwerp.  
 Two S.B. tanks pipes in engine room renewed. 1 boiler feed pipe renewed.  
 The main discharge pipe Copper bend renewed & tested to 50 lbs per sq. in. it is  
 tight & when fitted in place was stayed to reduce vibration & avoid further  
 damage.  
 The whole of the electric lighting arrangements overhauled, the cables & fittings  
 renewed as necessary.  
 The stokehold screen bulkhead faired in place & 2 extra stiffeners fitted.  
 Main engine holding down bolts overhauled & tightened up.  
 Condition good

General Observations, Opinion, and Recommendation:—The machinery of this vessel is in good  
 order, and no 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, R.M.S. 9, 11, or L.M.C. 9, 11,  
 (as the case may be), &c.)  
 Condition, & eligible in my opinion to remain as now classed without fresh record  
 money.

Fees applied for 4/10 1930  
 Received by me, 19  
 Survey Fee (per Section 28) £ 5-2-5  
 Special Damage & Repair Fee (per Section 28.) £ 5-  
 Towing expenses (if chargeable) £ 5-  
 Committee's Minute as now  
 Assigned as now  
 TUE. 21 OCT 1930  
 A.L. Silditch  
 Engineer Surveyor to Lloyd's Register of Shipping.  
 Lloyd's Register  
 Foundation  
 W48L-0534



Heavy weather damage  
Some piping repaired & runs  
repairs effected

It is submitted that  
this vessel is eligible to  
remain as CLASSED.

YKm  
17.10.30

N.B.—If this Report is copied by copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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