

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

(Received at London Office 14 JUN 1930)

Writing Report 3rd June 1930 When handed in at Local Office 10 Port of Hamburg

Survey held at Kiel Date, First Survey 14th May Last Survey 23rd May 1930

on the Machinery of the Wood, Iron or Steel Ste ELSA MENZELL (ex Fundainia)

Gross 6559 Net 3996 Vessel built at Rington By whom Rington S. B. Co When 1921 - 5 mt

Engines made at Glasgow By whom J. Rowden & Co Ltd When 1921

Boilers, when made (Main) 1921 (Donkey)

Owners Menzel Reimer A. G. Owners' Address (if not already recorded in Appendix to Register Book)

Managers Port Hamburg Voyage Emden - West India

If Surveyed Afloat or in Dry Dock afloat or in Dry Dock Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

Report No. Port

Charges of Examination and Repairs (if any) BS. 75 - Dam. Rep.

Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the nature, 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. H. 4th March 1930

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

Age report made by anyone else? If so, by whom? Underwriter Surveyor.

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

Denkey " " " "

Not done, state for what reasons? ~~Surveyor not present~~

Parts of the Boilers could not be thus thoroughly examined? none

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? yes To what pressure were they afterwards adjusted under steam? 300 lbs

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? yes, and of the Donkey Boiler?

Surveyor examine the drain plugs of the Main Boilers? and of the Donkey Boiler?

Surveyor examine all the mountings of the Main Boilers? yes, and of the Donkey Boiler?

Shaft now been drawn and examined? yes Is it fitted with continuous liner? yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? no

Shaft now been changed? no 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? 4 mm

If not complete, state what arrangements have been made for its completion and what remains to be done? complete

Engine Survey: At the request of the Owners representative examined the Main Engine for damage; the cause could not be stated. On examination found the 12 gearing bearings and the 2 supporting bearings of the thrust shaft more or less worn down and the shafts in way of the bearings slightly scored. It was recommended to have all the bearings reworked and the shafts skimmed in place and 6 coupling bolts in forward thrust shaft flange renewed and whole gearing brought in line. All these recommendations have been satisfactorily carried out, Machinery tried under working and manoeuvring conditions and found in order.

General Observations, Opinion, and Recommendation: - The Machinery of this vessel, so far as seen, appears to be in satisfactory condition and eligible in my opinion to remain as classed in the Loc. Reg Book with a record of: BS. 5.30. Tail shaft (LH) seen 5.30

(per Section 25) £6. - - Fees applied for 3. 6. 1930
Damage or Repair Fee (if any) £5. - -
Other Expenses (if chargeable) £5. - - Received by me, 13. 6. 1930

Committee's Minute signed 5. 5. 30
FRI. 7 JUL 1930 TUE. 8 JUL 1930
A. Carstensen 019
Engineer Surveyor to Lloyd's Register of Shipping.



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

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

In Dry Dock examined propeller, tail shaft when drawn, sternpost, sea connections opened and fastenings and found all of these parts in order.

Boiler Survey: Examined all the three Main Boilers (WT) inside & outside with mountings opened out, manholes, doors & fastenings and found in order after the Boiler mountings have been altered and the boilers hydraulically tested to 350 lbs as required by the Hamburg Boiler Authorities. Parts of the boiler seatings have been renewed, also the brick work.

Under steam found all three Main Boilers tight and their Safety Valves adjusted to 200 lbs.

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.

OF THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.

Shaft and gear shaft

Bearings reinstalled

1 journal up & down

2.3.1 held

5.30

8.30

10.30

