

No. 19382

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

Port of Hamburg

Survey held at Kiel

Date, First Survey 14th May Last Survey 13th May 1930

(No. of Vessel 6)

on the Machinery of the Wood, Iron or Steel St. ELSA MENZELL (ex. Fuhndainin)

Gross 6559

Net 3996

Vessel built at Ronghorn

By whom Ronghorn S. B. Co

When 1921 - 5th mo

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)

Port Hamburg

Voyage Emden - West India

Main Boilers 3 WTB

Boilers 200 H

Boilers

If Surveyed Afloat or in Dry Dock afloat in Dry Dock

(State name of Dock)

Deutsche Werke A. G. Kiel

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.	Year last examined now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
* 100 A1		* LMC 1.30
Shells dk. with		75 (14) seen 2.28
freelboard 2.29		
SS 46 4.1 - 24		W.T.B.

Report No. Port

Particulars 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. *4. 11th March 1930*

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? *Dam. Rep. not required.*

Damage report made by anyone else? If so, by whom? *Underwritten Surveyor.*

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

" Donkey " " "

Not done, state for what reasons? *Donkey boiler not examined from the ship*

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? *yes*

Surveyor examine the Safety Valves of the Main Boiler? *yes*

To what pressure were they afterwards adjusted under steam? *200 H*

Surveyor examine the Safety Valves of Donkey Boiler? *yes*

To what pressure were they afterwards adjusted under steam? *yes*

Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? *yes*

, and of the Donkey Boiler? *yes*

Surveyor examine the drain plugs of the Main Boilers? *yes*

, and of the Donkey Boiler? *yes*

Surveyor examine all the mountings of the Main Boilers? *yes*

, and of the Donkey Boiler? *yes*

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 *no*

Shaft now fitted been previously used? *yes*

Has it a continuous liner? *yes*Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? *yes*

Distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft? *4 mm*

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

Large Survey: At the request of the Owners representative examined the Main Engine

ing 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 shaft in way of the bearings slightly scored.

It was recommended to have all the bearings run in and the shaft skimmed

in lathe and 6 coupling bolts in forward thrust shaft flange renewed and

whole gearing brought in line.

All these recommendations have been satisfactory carried out,

Machinery tried under working and manouvering condition

and found in order.

P. C. O.

General Observations, Opinion, and Recommendation:— The Machinery of this vessel

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, E.S.M.S. 9, 11, or L.M.C. 9, 11, &c. (as applicable).

As far as seen, appears to be in satisfactory condition and eligible

in my opinion to remain as classed in the Loc. Reg. Book with

in record of: BS. 5.30. Tail shaft (14) seen 5.30

(per Section 25) £ 6. - - - Fees applied for

Damage or Repair Fee (if any) £ 5. - - - 3. 6. 1930

(per Section 25.) £ 5. - - - Received by me,

Printing Expenses (if chargeable) £ 5. - - - 13. 6. 1930

Committee's Minute

Signed

S. 5.30

FRI. 4 JUL 1930

TUE. 8 JUL 1930

A. Carstensen 1919
Engineer Surveyor to Lloyd's Register of Shipping.Lloyd's Register
Foundation

W482-0339

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

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

In Dry Dock examined propeller, tail shaft when drawn, sternbrass, 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 works.

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

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

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.

Shaft and gear shaft

Bearings remounted

4 journal up & down

2-3-3 held

5-30

5-30

27/12/30



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