

15 FEB 1965

13 MAR 1965

16 FEB 1965

Ship's Name SS/MX "MASTER ELIAS" Gross tons 5500
 LR 522852
 Is there a rpt. 8? No Port PLYMOUTH Rpt. No. 9091
 No. of visits 4 First date 9.2.65 Last date 11.2.65
 Interim Cert. issued & copy herewith? Yes Damage rpt. issued & copy herewith? No Last rpt. (H.Q. only) L-4 49
 Date of completing rpt. 12.2.65 Surveyed at, if different from Port above -
 Is a rpt. 9A attached? No MN 428 Nature of survey Part M.B.S.
 Survey fees Damage fee - Expenses £1 1s. 0d.
 Part M.B.S. £22 0s. 0d.
 Repairs £ 6 0s. 0d.
 S.A. fee £8 8s. 0d.

DOCKING

Propeller Sea connections Oil gland
 Fastenings Wear down of stern bush
 Has screw/tube shaft been drawn? Date of examn.
 Has shaft been changed? Has shaft now fitted been previously used?
 Has shaft now examined/fitted a continuous liner? Approved oil gland?

BOILERS OPENED UP AND EXAMINED. (Identify by position and state latest date of internal examination of each boiler.)

AUXILIARY, DONKEY OR PRESS (State if oil fired—OF or exhaust gas—EG) MAIN Port - 11.2.65 - Good
 Starboard - 11.2.65 - Good
 Air heaters Port and Starboard - Good
 Superheaters Port and Starboard - Good
 Safety valves Port and Starboard - Good
 Mountings, doors and fastenings Port and Starboard - Good
 Safety valves { Sat adjusted to { Spt Not adjusted
 Boiler securing arrangements Port and Starboard - Good
 Main economisers - Exhaust gas heated economisers -
 Steam heated steam generators - Steam generator safety valves adjusted to -
 Forced circulating pumps - Funnel -
 Have saturated steam pipes in cylindrical boiler smoke boxes been examined as required by the Rules? Yes Were oil burning system & remote controls examined in accordance with rules? -

I recommend that the machinery of this ship remain as classed with/without fresh record of M.B.S. 2,65 when the boiler survey has been completed.

(Where conditions of class are recommended to be retained, imposed, amended or deleted, particulars must be stated above and on the interim certificate.)

Date of Committee Minute

See Lon 153883

WEDNESDAY 31 MAR 1965

R. M. Nicholson
Surveyor to Lloyd's Register of Shipping

ALSO FOR
 SPL FOR
 TRO NOTED BY
 CSR
 POSTING
 HEADER
 CERT



Lloyd's Register Foundation

At part or complete Special Surveys those items which are not applicable to the ship are to be cancelled; this need not be done when the machinery is on a continuous survey basis. When any part has been subjected to pressure test this should be stated. Engine parts when referred to by numbers should be counted from forward.

considered that re-examination or repairs should be made before that date a distinguishing mark must be inserted against the item and the circumstances and action taken or recommended described fully under "defects and repairs".

The condition of any item is to be described as "good" only when it has been examined, found or placed in good condition, and is considered to be acceptable until the due date of the next Periodical Examination. Where repairs have been effected or it is

EXAMINATION AND TESTING OF STEAM PIPES (state material)

MAIN
AUXILIARY
(over 3" bore)

Have saturated pipes in cylindrical boiler smoke boxes been tested?

Were selected copper pipes annealed?

ELECTRICAL EQUIPMENT

PROPULSION (State Port—P, or Starboard—S)		AUXILIARY	
Total kW or kVA		Total kW or kVA	
a	Generators	l	Generators & governors
b	Exciters		
c	Air coolers	m	Motors
d	Motors		
e	Air coolers	n	Switchboards & fittings
f	Control gear cables, etc.	o	Circuit breakers
g	Insulation resistance	p	Cables
h	Insulating oil test	q	Insulation resistance
i	Overspeed governors	r	Steering gear generators & motors
j	Magnetic couplings	s	Navigation light indicators
k	Air gap		

PARTICULARS OF DEFECTS, REPAIRS, ALTERATIONS, ETC.

Wear and Tear Repairs

Port boiler - 32 tubes renewed in port combustion chamber. 38 tubes renewed in centre combustion chamber. Boiler examined under hydraulic test to 200 p.s.i. and found satisfactory.

Minor wear and tear repairs to safety valves and mountings of both boilers.

To complete the boiler survey the centre boiler remains to be examined throughout, together with safety valves and mountings, all three boilers to be examined under steam and safety valves adjusted, also oil burning system and remote controls to be examined.

The Owners representative stated that the boiler survey would be completed and the overdue tailshaft survey carried out at London to which port the vessel is now proceeding. London Outport Surveyors advised.

The reason for repairs must be stated and those on account of damage, the alleged cause of which must be given, should be detailed separately from wear and tear repairs. State what action has been taken regarding items which are subjects of class. State also where appropriate, for the information of the Technical Records Dept., the material of the defective item and whether it is a forging, casting or welded fabrication. Any alterations in existing particulars in the Register Book should be reported above.