

Ship's Name SS/MS "AYIA MARKELLA"

Gross tons 8,451

Port of Registry Chios

Port Hiroshima/Kure

Date of build 6/1955

Is there a rpt. 8? yes

Rpt. No. 5113

No. of visits 3

First date 19/2/66

Last date 23/2/66

Interim Cert. issued &amp; copy herewith? no

Damage rpt. issued &amp; copy herewith? to be sent later

Last rpt. (H.Q. only)

Date of completing rpt. 22-3-66

Surveyed at, if different from Port above -

Is a rpt. 9A attached? no

MN

Nature of survey Damage to propeller and tailshaft

Survey fees

Damage fee

Expenses

S.A. fee

## DOCKING

Propeller good

Sea connections good

Oil gland

Fastenings good

Wear down of stern bush (if relined, state clearance before and after) 3.4mm after fitting new T.S.

Has screw/tube shaft been drawn? yes

Date of examn. 21/2/66

Has shaft been changed? yes

Has shaft now fitted been previously used? no

Has shaft now ~~examined~~/fitted a continuous liner? yes Approved oil gland? no

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

Air heaters

Superheaters

Safety valves

Mountings, doors and fastenings

Safety valves { Sat adjusted to { Spt

Boiler securing arrangements

Main economisers

Steam heated steam generators

Forced circulating pumps

Have saturated steam pipes in cylindrical boiler smoke boxes been examined as required by the Rules?

Exhaust gas heated economisers and their safety valves

Steam generator safety valves adjusted to

Funnel

Were oil burning system &amp; remote controls examined in accordance with rules?

I recommend that the machinery of this ship remain as classed with/without fresh record of

Ship withdrawn from L.R.Class.

(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

ALSO FOR

SPL FOR

TRO

SNL

POSTING

HEADER

CERT

K. Tojo

Surveyor to Lloyd's Register of Shipping

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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.

Damage to propeller stated sustained due to contact with dock wall at Onahama whilst unloading cargo on the 3rd and 4th September 1965, in a heavy swell.

Now Done for Damage (Propeller 4 blade solid manganese bronze)

One blade tip where fractured cropped and part renewed approx. 300mm's in depth by 750mm's wide. One blade tip where fractured in two places was veed and welded. On completion, the blades were annealed in way of repairs and repairs found satisfactory.

Tailshaft:- Two fine hair line cracks were found at top of keyway - one port for a depth of 8mm's and the other starboard for a depth of 4mm's. The keyway was spooned out by grinding and the hair cracks were removed in the process. The cone was remagnafixed in way of the ground section and was found satisfactory.

This survey was carried out on behalf of London Salvage Association and a copy of the Damage Report 10 will be sent you in the near future.

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.