

Ship's Name SS/MS "ELLI"

Gross tons

1 MAR '96

Is there a rpt. 8?

Port Seattle, Wn. Rpt. No.

No. of visits

First date

Last date

Interim Cert. issued  
& copy herewith?Damage rpt. issued  
& copy herewith?

Last rpt. (H.Q. only)

Date of  
completing rpt.

Surveyed at, if different from Port above

Is a rpt. 9A  
attached? Yes

MN

Nature of survey Machinery Damage &amp; DS

Survey fees

Damage fee

Expenses

S.A. fee

Propeller +

## DOCKING

Sea connections Good

Oil gland

Fastenings Good

Wear down of stern bush .075"

Has screw/tube  
shaft been drawn? Yes

Date of examn. Feb. 8, 1964

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? -

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 fasteningsSafety valves { Sat  
adjusted to { SptBoiler securing  
arrangements

Main economisers

Steam heated  
steam generatorsForced  
circulating pumpsHave saturated steam pipes in cylindrical boiler  
smoke boxes been examined as required by the Rules?

Exhaust gas heated economisers

Steam generator safety valves adjusted to

Funnel

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

See 9A

(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

NEW YORK

MAR 4 1964

Minute

See Rpt 9A

H. J. Caple

Surveyor to Lloyd's Register of Shipping

ALSO FOR

SPL FOR

TRO

SRL

POSTING

HEADER

CERT

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013168-013171-0273

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 omitted 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 Examina-  
tion.\* 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?

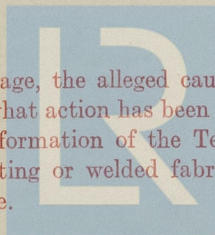
ELECTRICAL EQUIPMENT

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	
Control gear		o Circuit breakers	
f cables, etc.			
Insulation		p Cables	
g resistance		q Insulation resistance	
Insulating		r Steering gear generators & motors	
h oil test		s Navigation light indicators	
Overspeed			
i governors			
Magnetic			
j couplings			
k Air gap			

PARTICULARS OF DEFECTS, REPAIRS, ALTERATIONS, ETC. Damage stated to have resulted

from the vessel encountering heavy weather December 28th to 30th 1963 whilst enroute from Japan to U.S.A. For further particulars see ship's Log book.  
The vessel lost her propeller in mid Pacific ocean and was towed to Seattle & drydocked.  
FOUND: Screw shaft found broken in way adjacent to after end of continuous liner.  
NOW DONE: Screw shaft removed from vessel for scrap.  
New screw shaft forged and machined by Isaacson Iron Works, Seattle, Wn., tested, examined and stamped for identification "L.R. SEA 986 H.J.C. 2/64".  
The vessel's spare cast iron propeller was fitted. This propeller had been previously used and was found to have chipped edges in keyway. The key way was machined and a stepped key made to fit shaft & propeller. Considered a temporary repair.  
Due to excessive wear, the lower half of the stern bush was rewooded and machined to fit new screw shaft with a clearance of .075".

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.



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