

Ship's Name SS/MS "ELLI" Gross tons

1 MAR '64

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 & 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 fastenings

Safety valves adjusted to Sat Spt

Boiler securing arrangements

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?

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 1 NEW YORK

Minute

See Rpt 9A

H. J. Caple Surveyor to Lloyd's Register of Shipping MAR 4 1964

Table with columns: ALSO FOR, SPL FOR, TRO, SRL, POSTING, HEADER, CERT. Includes handwritten initials P.J.G.

Lloyd's Register Foundation

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 forecasts.

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 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.