

15 JUL 1963

Ship's Name SS/MN " E L L I ", 5215 1935-11 Gross tons of Piraeus

Is there a rpt. 8? no Port PORT SAID Rpt. No. 7202

No. of visits 2 First date 13.6.63 Last date 8.7.1963

Interim Cert. issued & copy herewith? yes Damage rpt. issued & copy herewith? yes Last rpt. (H.Q. only) 11432 KOB.

Date of completing rpt. 9.7.63 Surveyed at, if different from Port above -

Is a rpt. 9B attached? no MN - Nature of survey Repairs

Survey fees £.32.000mms Damage fee See Rpt. 10 Expenses £. 3.300mms

S.A. fee -

17 JUL 1963

MAIN ENGINES, RECIP., STEAM OR I.C. (State Port—P or Starboard—S)

1 Cyls., covers, pistons & rods

2 Valves & gears

3 Con. rods, top ends & guides centre

Side

4 Crankpins & bearings centre

Side

5 Journals & bearings

MAIN ENGINE DRIVEN AIR COMPRESSORS (State Port—P or Starboard—S)

6 Cyls., covers, pistons & rods

7

Con. rods & top ends

8 Crankpins & bearings

9

Journals & bearings

10 Coolers & safety devices

MAIN ENGINE DRIVEN SCAVENGE PUMPS (State Port—P or Starboard—S)

11 Cyls., covers, pistons & rods

12

Con. rods & top ends

13 Crankpins & bearings

14

Journals & bearings

MAIN TURBINES (State Port—P or Starboard—S)

16 Casings, rotors, blading, bearings & thrusts

15

Levers

17 Reduction gearing

18 Scavenge blowers

19

Superchargers

I recommend that the machinery of this ship remain as classed with/without fresh record of survey, also subject to any other outstanding conditions of class being dealt with as previously recommended.

(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 MONDAY 29 JUL 1963

Minute as now.

Surveyor to Lloyd's Register of Shipping



Lloyd's Register Foundation

013168-013171-02 95

ALSO FOR SPL FOR TRO SRL POSTING HEADER CERT

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 should 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

20	Exhaust steam turbines (with recip. eng.)	21	Thrust blocks shafts & bearings		
22	Steam compressors	23	Intermediate shafts & bearings		
24	Clutches & hydraulic couplings	25	Condensers (main & aux.)		
26	Steam re-heaters	27	Air ejectors (main & aux.)		
28	De-superheaters	29	Forced &/or induced draught fans		
30	Stop & manoeuvring valves	31	Holding down bolts & chocks	32	Detuner or vibration damper
33	Main engine driven pumps				
34	Crankcase doors & explosion relief devices	35	Have main engines been tested working & manoeuvring? (To be done on completion of ES or CS cycle)		
36	Essential independent pumps				
37	Bilge, ballast & oil fuel suction lines, fittings & controls	38	Have the remaining piping arrangements & fittings in the machinery space been examined as considered necessary?		
39	Fresh water coolers	40	Lub. oil coolers		
41	Heaters (state service)	42	Feed water filters		
43	Auxiliary air receivers & safety devices	44	Starting air pipes		
45	Main air receivers & safety devices				
46	Independent air compressors coolers & safety devices				
47	Oil fuel tanks (not forming part of the hull structure)				
48	Have all evaporators safety valves been tested under steam?	49	Evaporators HP & LP	50	Distillers
51	Fire extinguishing arrangements	52	Steering machinery	53	Windlass

State Port P. or Starboard S.

Identify by position

AUXILIARY ENGINES

PARTICULARS OF DEFECTS, REPAIRS, ALTERATIONS, ETC.

Now done for damage repairs:- Main engine crankshaft aft flanged journal found broken at the junction with the aft L.P. web now replaced with a new forged and machined from tested material as per the attached certificate and marked LLOYD'S P.Sd. 7 SC 29.6.63. Remainder part of the crankshaft lifted and fully explored by means of magnetic particle method and found sound. All journal bearings found with the white metal broken and overlapped, remetalled. Thrustshaft cast iron casing and cover broken transversally renewed and both forward and aft thrustshaft bearings remetalled and astern collar pads white metal cleaned as found necessary. Subsequently crankshaft and thrustshaft correctly bedded and aligned. On completion of the repairs the main engine was tried under full working conditions at sea and the repairs proved satisfactory.

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 also be reported above.