

15 JUL 1963

Ship's Name **SS/MX "ELLI", 5215** 1935-11 Gross tons of PiraeusIs 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 -

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

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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

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

State
Port P. or
Starboard S.

Identify
by
position

AUXILIARY ENGINES

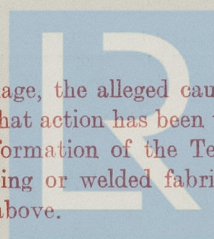
PARTICULARS OF DEFECTS, REPAIRS, ALTERATIONS, ETC.

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 mean 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 borken 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.



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