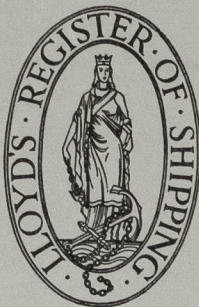


COPY

LLOYD'S REGISTER OF SHIPPING

Report No. 53/63.



Port of PORT SAID

8th July, 1963.

This is to Certify that

S. Cesari.

the undersigned Surveyor to this Society did at the request of Messrs. Cory Bros. Shipping Division, Lloyd's Agents, at Port Said, and with the consent of the Master, attend on board the

s.s. "ELLI", 5215 gross tons of Piraeus.

whilst she lay afloat at Port Said, on the 13th June, 1963, and subsequent dates, with the purpose to ascertain the extent and nature of the damage alleged to have been sustained to the main engine and shafting on the 8th June, 1963, whilst on her loaded passage from Port Said to North Continent.

For further particulars please refer to Ship's Log Books.

Upon examination the following damages have been found and repairs recommended without prejudice to the terms and conditions of the insurances.

FOUND :-

Main engine crankshaft aft flanged journal, No. 4, broken aft to the L.P. aft crank web and all the shafting line displaced aft of approximately 1.1/2",

All crankshaft journal bottom half bearings, six in number, with the white metal broken and overlapped,

Mitchell type thrust shaft cast iron casing and cover fractured transversally, with both forward and aft bearings white metal broken and partially burnt,

RECOMMENDED :-

After section of the all built crankshaft to be disconnected, removed ashore and a new flanged aft journal to be forged, machined and shrunk in the web.

Forward section of the crankshaft to be lifted, cleaned for inspection and detected for cracks, and all journal bearings removed ashore and remetalled.

Casing and cover to be renewed and bearings remetalled.

(2). / ...

ORIGINAL BEARS REQUIRED REVENUE TAX STAMP.

This Certificate is issued upon the terms of the Rules and Regulations of the Society, which provide that:—

"While the Committees of the Society use their best endeavours to ensure that the functions of the Society are properly executed, it is to be understood that neither the Society nor any Member of any of its Committees is under any circumstances whatever to be held responsible for any inaccuracy in any report or certificate issued by the Society or its Surveyors, or in any entry in the Register Book or other publication of the Society, or for any error of judgment, default or negligence of any of its Committees or any Member thereof, or the Surveyors, or other Officers or Agents of the Society."

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FOUND :-

Astern thrust collar pads
white metal slightly scored,

RECOMMENDED :-

metal surface to be cleaned
and pads suitably adjusted.

To provide the access to the damaged parts and their removal ashore the thrust shaft is to be dismantled from the intermediate shafting and part of the machinery space ladders, gratings and skylight to be removed. On completion of the repairs all the disturbed items are to be replaced as originally.

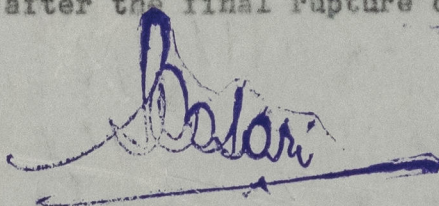
The above recommendations were made with a view to placing the machinery of this ship in the same good condition as before the alleged casualty occurred and the permanent repairs have now been completed to the satisfaction of all concerned.

The repairs commenced on the 15th June and were completed on the 8th July, 1963, when the main engine and shafting have been successfully tried under working conditions.

The repairs have been carried out by Messrs. The Suez Canal Authority Shipyard of Port Fuad and the account submitted with their invoice No. 4/DOCK/127 dated 6th July, 1963, for the amount of £. 7927.200, m/ms (Seven Thousand Nine Hundred Twenty Seven Pounds & 200) has been scrutinized and the prices quoted found fair and reasonable and in accordance with the practice of the port.

Upon examination of the broken journal and considering the nature and appearance of the fracture the undersigned is of the opinion that the prime cause of the alleged casualty is due to fatigue and that the failure was accelerated by a combination of torsional and rotary bending stresses.

The fracture of the thrust casing is the result of the tremendous knock received after the final rupture of the journal.

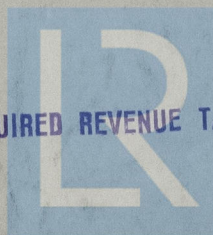


S. Cesari
Surveyor to Lloyd's Register of Shipping.

Damage Fees	£. 80.000m/ms
S.A.F.	£. 29.000m/ms
Expenses	£. 6.100m/ms
	<u>£. 115.100m/ms</u>

Photographic documentation
attached to the original
only.

ORIGINAL BEARS REQUIRED REVENUE TAX STAMP.



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