

A M E N D E D.

-5. AUG. 1966

Ship's Name SS/MX "ELLINIS"

Port Rotterdam

Processing
Number: LR 542379

Gross tons 18564

Rpt. No. 63523

Port of Registry Piraeus

Date of
build 12-32

Is there a Rpt. 9? yes

No. of visits 16

First date 17-6-66

Last date 6-7-66

Cert. B issued
& copy herewith? yesDamage rpt. issued
& copy herewith? no

Last rpt. (H.Q. only)

Date of
completing rpt. 26-7-66

Surveyed at, if different from Port above

Safcon Cert. (ST)
issued & copy herewith?Renewal Survey held by Greek Authorities.
If surveyed in D.D. last date of examination 6-7-66Has a Load Line
Survey been held?

Summer freeboard as verified 5045 mm

State which additional Rpt. 8 is attached: (Cont); (A); ~~XXX XXX~~

Survey fees f 1940,--

Damage fee f 1245,--

Expenses f 86,--

S.A. fee f 53,--

I have surveyed the above-named ship in accordance with the Rules for Damage, A.S., D.S. and Continuous Survey (C) due 7-69.

This ship has been under repairs for the following damages:

- Set in sternplating etc. as per SRL 254.
- Indented shell plate in I strake fr. 133-135 as per SRL 254, which actually is on p.s. and not s.s. as recorded.
- Indented bottom shell plates B7 C5 p.s.f. as per SRL-Appendix 18.
- Damages reported by Sidney-Surveyors as per Int.Cert. dated 14-5-66, due to encountering heavy weather and grounding (slackness of and leakage from rudder bearing; leakage from O.F. deeptanks; fractured welded connection of dummy bow to shell and fractures in boat deck superstructure).

Further upon examination in dock the bilgekeel stbd. was found damaged (attributed to the above grounding), while also a number of sidescuttle glasses were found broken (attributed to above
(continued)

I declare that the items detailed in this report (except as stated otherwise) comply with the requirements of the Merchant Shipping (Cargo Ship Construction and Survey) Rules 1965, applicable to this ship, and are in all respects satisfactory for the service on which the ship is intended to ply namely International voyages/voyages within the limits

(The above declaration applies only to sea-going cargo ships of 500 tons gross and above registered in the U.K.)

The items now surveyed are detailed on this report. All were found or placed in good condition unless otherwise stated.

I recommend, therefore, that this ship remain as classed with/without fresh record of dry docking. 7-66, without the conditions

hitherto attached to the ship's class relating to set in stern plating etc., to indented shell plates in I strake in way of frames 133-135 and 107-109, to drydocking for grounding, to rudderstock W.T. gland etc., to fractured dummy bow welded connections, to fractures in boat deck superstructure and to "weeping" rivets in O.F. bunker deeptanks.

(Where conditions of class are recommended to be retained, imposed, amended or deleted, particulars must be stated above and on the interim certificate.)

Surveyor to Lloyd's Register of Shipping

Date of Committee

MONDAY - 30 OCT 1966

L.O. Jonker

Minute

SS 766, with out spl coln
(with endorsement)

ROT
ALSO FOR

SPL FOR

TRO

SRL

POSTING

HEADER

CERT

014159-014165-0025 1/4

26 SEP 1966

taken or recommended should be described fully under "defects & repairs". When any part has been subjected to pressure test this should be stated.

date of the next Special Survey. Where repairs have been effected or it is considered that re-examination or repairs should be made before that date the circumstances and action

The condition or 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

Lloyd's Register
Foundation

†Condition

†Condition

Shell plating	good	*Hatchways	good
Sternframe	good	*Ventilators & air pipes	good
Rudder	good	*Casings	good
Was rudder lifted?	yes	*Fiddley openings	none
Plating, etc. in way of shell openings	good	*Skylights	good
F.P. spaces	not exd.	*Flush deck scuttles	none
Chain locker	good (for CS)	*Deckhouses & companionways	good
A.P. spaces	not exd.	*Superstructures	good
Engine space	not exd.	*Side, bow & sterndoors	good
Boiler space	not exd.	*Side scuttles & deadlights	good
Under XXX	good (for CS)	*Ash shoots, etc.	none
Coal bunker	none	Scuppers, discharges & valves	good
Tunnel & well	good (for CS)	Guard rails & bulwarks	good
Duct keel	none	Freeing ports	good
Cement, asphalt, etc., on btm. shell	none	Gangways & lifelines	none
Weather decks	good	Fittings & appliances for timber deck cargoes	none
Sounding pipes with doublers under	good so far as applicable	Means of escape:	
Windlass	good	(a) machinery spaces	
Masts & standing rigging	not exd.	(b) crew and passenger spaces	
Hand pumps & suction	not exd.	(c) spaces in which crew normally employed	
W.T. doors	good-please see body of Report	Communications between:	
Fire equipment		(a) bridge & eng. room	
		(b) bridge and alternative steering position	not applicable
		Steering control systems (main and alternative)	
Other items:		Helm Indicator	
		Protection of aft steering wheel & gear	
		Steering arrangements (main)	externally good
		(aux.)	

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At each regular drydocking state here the expiry date of and certifying authority for the Cargo Ship Safety Equipment Certificate or Passenger Ship Safety Certificate:—

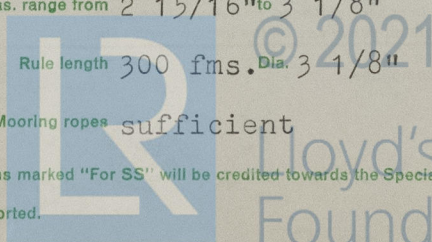
Please see body of Report.

EQUIPMENT: (for C.S.)

Equipment letter	0 + 3 1/8" SQ	State if ranged	yes
Fee ltr., if diff. from eqpt. ltr.	--	Length on board	300 fms.
Anchors: No. on board	3b + 1s	Mean dias. range from	2 15/16" to 3 1/8"
		Rule length	300 fms. Dia. 3 1/8"
		Mooring ropes	sufficient

Where a part Special Survey and, say, Dry Docking Survey are held at the same time, only items marked "For SS" will be credited towards the Special Survey.

*These items to include their closing appliances, repairs and renewals of which should be reported.



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LR542379

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heavy weather) No further grounding damage was found.

In connection herewith the following permanent repairs have been carried out now:

a. (Plates as per shell-expansion).

J1 p.s. renewed.

K1 p. & s. renewed.

Sternplate W1 cropped and lower half renewed.

In way 1 frame cropped and part removed, faired and refitted;
2 frames faired in place.

1 buttstrap removed, faired and refitted and 1 faired in place.

On completion shell in way hose-tested and found tight.

b. Indented shell plate in I strake fr. 133-135 p.s. (actually
J 13 $\frac{1}{2}$ according to shell expansion), cropped and part renewed.

In way 1 frame cropped and part removed, faired and refitted.

On completion plate hose-tested and found tight.

c. Bottom shell plates B7 and C5 on p. & s. all cropped and part
removed, faired and refitted.

On completion appropriate tanks tested and found tight.

d. Rudder + head unshipped. Alignments checked. Liner on head
in way of bearing trued. New C.S. bearing with stainless
steel bush fitted. On completion rudder and steering gear
tried and found in good working order.

For access in way of steering gear room on p.&s. part of shell
+ framing removed and refitted afterwards. On completion shell
hose-tested and found tight.

Broken side scuttle glasses renewed as necessary.

In forward block of O.F. deep tanks fr. 131-146 all leaking
rivets in shell renewed.

Leakages in forw. and aft bulkheads and in intertank bulkheads
made tight by caulking and/or welding.

Slack riveting in internals of above tanks now replaced by
efficient welding as necessary.

Some fractures in shellstringers in stbd. tanks drilled off,
veed-out and welded.

On completion of repairs all tanks tested and found tight.

A number of "weeping" rivets in shell and bulkheads of O.F.
bunkers No. 10 to 22 (where applicable) have now been made
tight by caulking.

The welded connections of the dummy ~~connecting~~ plating to the shell
on p. & s. have been carefully examined, but no fractures found.
Now only some rusty and corroded welds cleaned and welded over.

(Continued).

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A number of small fractures in welded connections of boat deck superstructures, all of minor importance, have now been veed-out and re-welded as necessary.

Sundries:

From port bower anchor shackle pin renwed.

From forward end shackle p. & s. the slack rivets renewed.

All shell doors new rubber packing fitted.

In all 7 corroded storm valve chest renewed and 7 repaired to satisfaction. All satisfactorily tested.

Some striking plates under sounding pipes in DB tanks and CD's renewed.

In FP tank number of slack rivets renewed and two small fractures in stringers welded.

Various other minor deckrepairs carried out.

SRL 254:

"Set in stern platingetc. "Dealt with now. Item to be deleted
"Indented shell plates in I strake ----etc. "In way of frames 133-135 dealt with now and to be deleted.

In way of frames 107-109 examined and found to continue efficient. It is recommended same to be now deleted as a condition of class and be definitely recorded as a Category 2(a) damage as follows:

"I-strake portside indented in way of frames 107-109".

(Note: Original recommendation referred to starboard side but actually is portside).

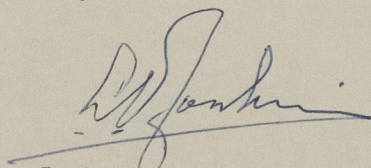
Subject imposed by Sydney-surveyors as per Int. Cert. dated 14-5-66 relating to "drydocking for grounding, to rudderstock W.T. gland etc., to fractured dummy bow welded connections, to fractures in boatdeck superstructure and to "weeping" rivets in O.F. bunker deeptanks "all dealt with now. Items to be deleted.

SRL-Appendix 18:

"Shell plates B7 and C5etc." dealt with now. Item to be deleted.

Note: A Renewal Survey for Passenger Ship Safety Certificate and Load Lines has been held by Greek Authorities but new certificates were not yet available at the last date of Survey.

It, however, was stated by said authorities that both mentioned Certificates would be renewed for one year.


L.O. Jonker

SURVEYOR TO LLOYD'S REGISTER OF SHIPPING.



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Lloyd's Register
Foundation

Ship's Name SS/MS

"ELLINIS"

Rotterdam

Port

S.S.(

C

) Due

7-69

Rpt. No.

63523

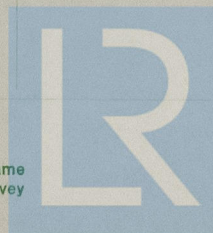
Holds & 'Tween Decks:	†Condition	Tanks:	†Condition	Tested
		(See illustrations in Register Book)		
No. 1	Hold			
	Lower 'Tween decks			
		F.P. tank	good (for CS)	good (for CS)
		A.P. tank	not exd.	not tested
		D.B. tanks & c/dams		
No. 2	Hold	No. 1 p & s		
	Lower 'Tween decks	No. 2 p & s		
		No. 4 p & s		
		No. 7 p & s		
		No. 10 p & s		
		No. 11 p & s		
		CD 2-3		
		3-4		
		4-5		
		6-7		
		7-8		
No. 3	Hold			
	'Tween dks			
		O.F. bunkers		
No. 4	Hold	Nos. 1 to 9 (15 in total)	good (for CS)	good (for CS)
	'Tween decks	remainder	not exd.	not tested.
No. 5	Hold			
	'Tween decks			
No. 6	Hold			
	'Tween decks			
		Settling tanks		
		Deep tanks		
		Side tanks		
		Other tanks		
	Cargo battens			
	Ceiling, etc			

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†CONDITION						TANKS	TESTED					
Port	Port	Ctre.	Stbd.	Ctre.	Starboard		Port	Port	Ctre.	Stbd.	Ctre.	Starboard
						No. 1 Cargo tank						
						" 2 " "						
						" 3 " "						
						" 4 " "						
						" 5 " "						
						" 6 " "						
						" 7 " "						
						" 8 " "						
						" 9 " "						
						" 10 " "						
						" 11 " "						
						" 12 " "						
						" 13 " "						
						" 14 " "						
						Pump room forward						
						" amidships						
						" aft						
						Cofferdams						
						Structure around cargo suction pipe struts						

Condition of other items:

Corrosion control:

Anodes and
their supports

Coatings



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