

Ship's Name *MS "TASSIA"* Port *LONDON.*

Processing Number: LR *501914.* Gross tons *2321* Rpt. No. *156110*

Port of Registry *PIRAEUS.* Date of build *1944.* Is there a Rpt. 9? *YES.*

No. of visits *14.* First date *16. 2. 66.* Last date *22. 3. 66.*

Cert. B issued & copy herewith? *No.* Damage rpt. issued & copy herewith? *No.* Last rpt. (H.Q. only) *HVL-71048*

Date of completing rpt. *28. 3. 66.* Surveyed at, if different from Port above *-*

Safcon Cert. (ST) issued & copy herewith? *-* If surveyed in D.D. last date of examination *22. 3. 66.*

Has a Load Line Survey been held? *No.* Summer freeboard as verified *No.*

12/4/66

State which additional Rpt. 8 is attached: (Cont); ~~LR~~; (EQ); ~~DM~~

Survey fees *EQUIP £6-6-0.* (62)
 Damage fee *£73-10-0.*
 Expenses *£2-2-0.*
 S.A. fee *-*

4 APR 1966

I have surveyed the above-named ship in accordance with the Rules for **ANNUAL DRYDOCKING**; THE SUPPLY OF **45 FATHOMS OF CHAIN CABLE AND DAMAGE** STATED TO HAVE BEEN CAUSED BY CONTACT WITH DOCK WALL WHEN LEAVING SURREY COMMERCIAL DOCK UNDER TUGS ON 15th FEBRUARY, 1966.

NOW DONE FOR DAMAGE.

ON EXAMINING IN DRYDOCK FOUND TRAILING EDGE OF RUDDER SET OVER ABOUT 3", PINTLES AND BUSHES DISTURBED; RUDDER STOCK COMPLETELY FRACTURED JUST ABOVE THE PALM RADIUS; RUDDER POST SIDE PLATES FRACTURED AT TOP IN LINE WITH SHELL PLATING AND STERNFRAME SOLEPIECE SIDE PLATE, PORT SIDE AND CENTRELINE WEB BOTH FRACTURED AT JUNCTION WITH SHELL PLATING. SOLEPIECE AND POST SET-OVER APPROX 6" TO STARBOARD.

PERMANENT REPAIRS NOW COMPLETED:-

- RUDDER UNSHIPED AND SENT TO MESSRS. T. S. FORSTER & SONS LTD, SUNDERLAND.
- RUDDER STOCK RENEWED, MACHINED AND FITTED TO RUDDER.
- RUDDER SIDE PLATING CROPPED AND PART RENEWED PORT & STARBOARD.
- PINTLES AND COUPLING BOLTS RENEWED.
- RUDDER AND NEW STOCK ALIGNED AND RETURNED TO SHIP.

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. *3.66 AND TO HAVE THE NOTATION OF S.S. 5.65 NOW WITHOUT THE CONDITION REQUIRING THE SUPPLY OF 45 FATHOMS OF CHAIN CABLE.*

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

R. A. Jeffery
 (R. A. JEFFERY)
 Surveyor to Lloyd's Register of Shipping

Date of Committee
 Minute

TUESDAY 19 APR 1966

CRS (SPL)

SS 366
SS 565
TS 366

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 Lloyd's Register Foundation

FOR CHAIRMAN CLASS. CITEE

Safcon 19 APR 1966

ALSO FOR

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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 of the 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

†Condition

†Condition

Shell plating	Good.	*Hatchways	Good.
Sternframe	Good.	*Ventilators & air pipes	Good.
Rudder	Good.	*Casings	Good.
Was rudder lifted?	Yes.	*Fiddley openings	
Plating, etc. in way of shell openings		*Skylights	Good.
F.P. spaces		*Flush deck scuttles	
Chain locker		*Deckhouses & companionways	Good.
A.P. spaces		*Superstructures	Good.
Engine space		*Side, bow & sterndoops	
Boiler space		*Side scuttles & deadlights	
Under E. & B.		*Ash shoots, etc.	
Coal bunker		Scuppers, discharges & valves	
Tunnel & well		Guard rails & bulwarks	Good.
Duct keel		Freeing ports	Good.
Cement, asphalt, etc., on btm. shell		Gangways & lifelines	
Weather decks	Good.	Fittings & appliances for timber deck cargoes	
Sounding pipes with doublers under		Means of escape:	
Windlass		(a) machinery spaces	
Masts & standing rigging		(b) crew and passenger spaces	
Hand pumps & suction		(c) spaces in which crew normally employed	
W.T. doors		Communications between:	
Fire equipment		(a) bridge & eng. room	
Other items:		(b) bridge and alternative steering position	
		Steering control systems (main and alternative)	
		Helm indicator	
		Protection of aft steering wheel & gear	
		Steering arrangements (main)	Good.
		" " (aux.)	Good.

†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 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

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

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:—

EQUIPMENT:

Equipment letter	CT 2378 C30.	State if ranged	No.
Fee ltr., if diff. from eqpt. ltr.		Length on board	Stated complete.
Anchors: No. on board	3 B.	Mean dias. range from	to 2020
		Rule length	Dia.
		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.



Rpt. 8. (cont.)

Ship's Name ~~SS~~/MS" TASSIAⁿ.

Port LONDON.

Rpt. No. 156110

SHELL PLATING ADJACENT TO STERNFRAME SOLEPIECE CROPPED AND PART REMOVED FOR ACCESS, P & S.
 TAILSHAFT WITHDRAWN AND ALIGNMENT OF STERN TUBE CHECKED.
 SOLEPIECE AND POST FAIRED AND RE-ALIGNED WITH RUDDER STOCK BUSHES AND STERN TUBE. AFTER RE-ALIGNMENT THE RUDDER POST WAS SECURELY FIXED BY SHORES FROM THE SIDES OF DRYDOCK DURING REPAIRS TO STERNFRAME.

SOLEPIECE :-
 (FABRICATED) KEEL PLATE CROPPED AND PART RENEWED 6'-0" IN LENGTH.
 (BOX) SIDE PLATES RENEWED COMPLETE, APPROX 6'-2", PORT & STARBOARD.
 (SECTION.) TOP PLATES RENEWED. COMPLETE, P & S.
 INTERNAL CENTRELINE WEB CROPPED AND RENEWED 5'-10" IN LENGTH.

STERNFRAME FORWARD POST :-
 CROPPED AND PART RENEWED AS WRAPPED PLATE FOR 4'-8" FROM KEEL PLATE. INTERNAL WEBS RENEWED.

SHELL PLATES PORT AND STARBOARD PART RENEWED, BUTTS WELDED, RIVETED TO STERNFRAME, TESTED WITH A.P. TANK & FOUND OR MADE TIGHT.

RUDDER POST TOP :-
 " UPPER BACK PLATE REMOVED FOR ACCESS.
 1 THICK DOUBLING PLATES FITTED INTERNALLY TO SIDE PLATES OF POST 3'-0" IN LENGTH AND EXTENDING 10" MINIMUM INTO RUDDER TRUNK. FRACTURES IN SIDE PLATES CUT OUT AND WELDED THROUGH TO INSIDE DOUBLERS.
 ADDITIONAL HORIZONTAL WEB PLATE FITTED INSIDE POST IN LINE WITH SHELL CUTTING LINE.
 BACK PLATE RENEWED WHERE REMOVED.

(SEE SKETCH OF REPAIRS ON SHEET II.)

REPORT 10 ISSUED BY SUNDERLAND SURVEYORS DATED 24.3.66 FOR NEW RUDDER STOCK AND RUDDER REPAIRS ATTACHED HERETO.

RUDDER AND STOCK REFITTED ON SHIP AFTER RE-ALIGNMENT AND REWOODING OF GUDGEONS.

RUDDER SWUNG BY HAND IN DRYDOCK. TILLER SHRUNK TO STOCK, QUADRANT AND HAND GEAR RE-ASSEMBLED AND FOUND IN ORDER.

CONDITION OF CLASS.

45 FATHOMS OF CHAIN CABLE HAVE NOW BEEN SUPPLIED, VERIFIED AND FITTED TO THE SHIP.
 IT IS RECOMMENDED THAT THIS CONDITION MAY NOW BE DELETED.

COMPLETION OF SPECIAL SURVEY, (C) (SHIP 22 YEARS OLD), DUE 5.65.

AS THE OUTSTANDING CONDITION OF CLASS HAS NOW BEEN COMPLETED, IT IS RECOMMENDED THE SPECIAL SURVEY NOTATION OF S.S. 5.65 BE ASSIGNED NOW, AS PREVIOUSLY RECOMMENDED.

AMENDMENT TO THE REGISTER BOOK.

SINCE THE COMPLETION OF THE ABOVE SURVEY WE HAVE

BEEN ADVISED IN WRITING BY THE OWNERS MESSRS ORIZON SHIPPING
CO., LTD., THAT THEY HAVE NOW SOLD THIS SHIP TO:-

J. & S. SARDIS BROTHERS,
% N. COTZIAS (SHIPPING) CO., LTD.,
DIM. POURI 1/3,
PIRAEUS,
GREECE.

NEW NAME OF SHIP: "NICOLAOS SARDIS"

R. J. Kerney
R. J. Kerney



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Lloyd's Register
Foundation

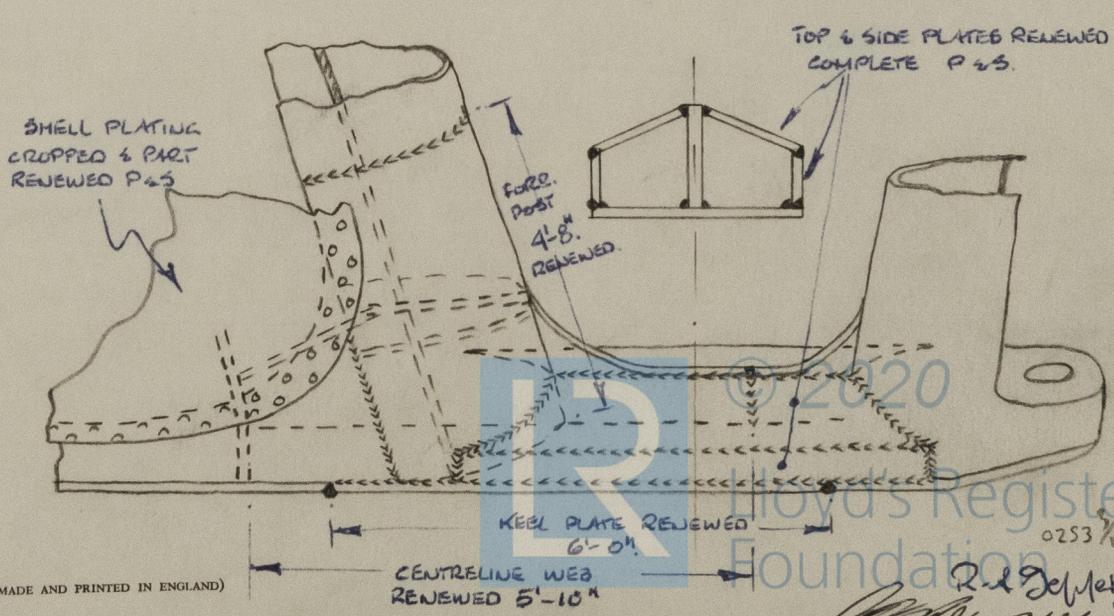
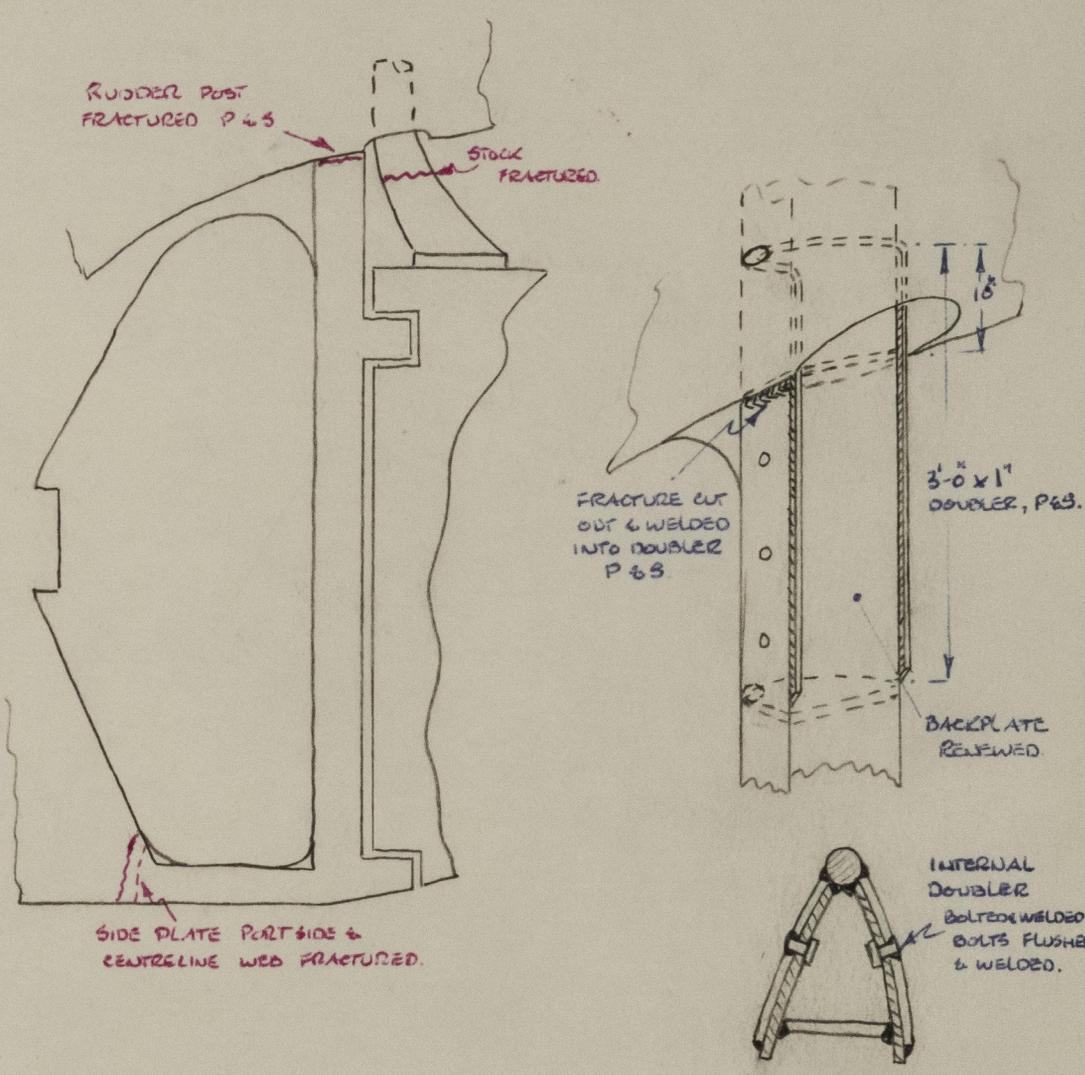
Rpt. 8 (cont.)

Ship's Name 88/MS

"TASSIA"

Port LONDON.

Rpt. No. 156110



Ship's Name **TASSIAⁿ**

Port **LONDON.**
Rpt. No. **156110**

Fee letter if different from equipment letter

Equipment letter **E.T. 2348** ^{C30.} Equipment numeral

When anchors or cables are supplied or retested, the following particulars are required:

ANCHORS

Where and when tested and by whom	Number of Certificate	Anchor	Weight			Approved design	Makers
			Cwt. or	qr. kg.	lb.		
		Bower (1)				If Patent, state name of Patentee	
		Bower (2)					
		Bower (3)					
		Collective Weight					
		Stream					

CHAIN CABLES

Where and when tested and by whom	Number of Certificate	Length and size supplied		Grade and whether stud or short link	Makers
		Length	Diam.		
		Fathoms or Metres	In. or mm.		
LOW. WALKER. 8. 2. 66. R. VORAN.	36893	46	1 7/8	STUD LINK (PREVIOUSLY USED.) 2 LUGLESS JOINING SHACKLES 1" D" JOINING SHACKLE.	NOT STATED.
		✓	✓		
Stream, wire or chain			Circ.		

TOWLINES, MOORING ROPES AND CAST STEEL ANCHOR HEADS

TOWLINE AND MOORING ROPES				CAST STEEL ANCHOR HEAD DROP TEST			
Item	Length	Circ. or Diam.	Material	Maker's Name	Certificate No.	Surveyor's Initials	Date of Test
	Fathoms or Metres	In. or mm.					
Towline				BOWER (1)			
Mooring ropes				BOWER (2)			
				BOWER (3)			
				STREAM			
				KEDGE			

- Are weights (including component parts of anchors) & tests of equipment now supplied in accordance with Rule requirements? **Yes.**
- Have test certificates of new or retested equipment (now supplied) been checked and endorsed? **Yes.**
- Are joining shackles of the lugless type fitted? **Yes.**

Note:—Where anchors or chain cables are lost or condemned and renewed the corresponding test certificates should be cancelled by the Surveyors and returned to Head Office.

