

Ship's Name SS/MS *TASSIA* LRNO *501914*Gross tons *2321* Port of Registry *PIREAEUS* Port *LONDON*Date of build *1944* Is there a rpt. 8? *YES* Rpt. No. *156110*No. of visits *4* First date *16 2 66* Last date *17 3 66*  
Interim Cert. issued & copy herewith? *YES* Damage rpt. issued & copy herewith? *NO* Last rpt. (H.Q. only)Date of completing rpt. *23 3 66* Surveyed at, if different from Port aboveIs a rpt. 9A attached? *NO* MN *306* Nature of survey *DOCKING. DAMAGE.*Survey fees Damage fee *£12.12.0* Expenses *12/-*

25 MAR 1966

S.A. fee

## DOCKING

Propeller *GOOD* Sea connections *-* Oil gland *GOOD*Fastenings *GOOD.* Wear down of stern bush (if relined, state clearance before and after) *0.110 TO 0.025"*Has screw/tube shaft been drawn? *YES* Date of examn. *22 2 66*Has shaft been changed? *NO* Has shaft now fitted been previously used?Has shaft now examined/fitted a continuous liner? *NO* Approved oil gland? *YES*

BOILERS OPENED UP AND EXAMINED. (Identify by position and state latest date of internal examination of each boiler.)

AUXILIARY, DONKEY OR PRESS (State if oil fired—OF or exhaust gas—EG) MAIN

Air heaters

Superheaters

Safety valves

Mountings, doors and fastenings

Safety valves { Sat  
adjusted to { Spt

Boiler securing arrangements

Main economisers

Steam heated steam generators

Forced circulating pumps

Have saturated steam pipes in cylindrical boiler smoke boxes been examined as required by the Rules?

Exhaust gas heated economisers and their safety valves

Steam generator safety valves adjusted to

Funnel

Were oil burning system &amp; remote controls examined in accordance with rules?

I recommend that the machinery of this ship remain as classed with/without fresh record of

*TS, OG, 306, subject to any outstanding condition 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.)

Surveyor to Lloyd's Register of Shipping

Date of Committee

Minute

TUESDAY 19 APR 1966

*Asnow, subject TS 306*

ALSO FOR

SPL FOR

TRO

SRL

POSTING

HEADER

CERT

Lloyd's Register Foundation

005174-005179-0257

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



# EXAMINATION AND TESTING OF STEAM PIPES (state material)

MAIN  
AUXILIARY  
(over 3" bore)

Have saturated pipes in cylindrical boiler smoke boxes been tested?

Were selected copper pipes annealed?

## ELECTRICAL EQUIPMENT

PROPULSION (State Port—P, or Starboard—S)		AUXILIARY	
Total kW or kVA		Total kW or kVA	
a Generators		l Generators & governors	
b Exciters			
c Air coolers		m Motors	
d Motors			
e Air coolers		n Switchboards & fittings	
Control gear			
f cables, etc.		o Circuit breakers	
Insulation		p Cables	
g resistance		q Insulation resistance	
Insulating		r Steering gear generators & motors	
h oil test		s Navigation light indicators	
Overspeed			
i governors			
Magnetic			
j couplings			
k Air gap			

## PARTICULARS OF DEFECTS, REPAIRS, ALTERATIONS, ETC.

Damage stated to have been sustained to propeller whilst leaving Surrey Dock, London on the 15<sup>th</sup> February, 1966

Found

Main mooring rope wrapped around propeller and oil gland.

Now Done

Tailshaft drawn in, examined, found slightly corroded at top of cone in vicinity of gland, cleaned polished, magnetic particle crack detected and found satisfactory. Seams of tailshaft where corrosion cleared and polished. Larger than diameter at feet of propeller.

Keyway upper edge at large end of cone washed away. Oil gland completely overhauled.

Stern bush and gland bushes (white metal) overhauled.

A general examination made of intermediate shaft couplings, bearing securing arrangements, thrust and main engine folding down arrangements, crankshaft journal & pin shaft fits all found satisfactory.

Tailshaft large end of cone examined prior to refitting after hull repair on 15.3.66

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 be reported above.

and undocking, and it is submitted that the T506 date 366 be assigned.