

Ship's Name ~~SS/MS~~ "TASSIA" LR 501914 Gross tons 2321
 Is there a rpt. 8? Yes Port GLASGOW Rpt. No. 96530
 No. of visits One First date and Last date 23-9-65
 Interim Cert. issued & copy herewith? Yes Damage rpt. issued & copy herewith? No Last rpt. (H.Q. only)
 Date of completing rpt. 29-9-65 Surveyed at, if different from Port above GRANGEMOUTH
 Is a rpt. 9A attached? No MN 306 Nature of survey Part MBS
 Survey fees £5-0-0d. Damage fee 4. 10. 65 m.c. 0 Expenses £1-8-0d.
 S.A. fee

DOCKING

Propeller Sea connections Oil gland
 Fastenings Wear down of stern bush
 Has screw/tube shaft been drawn? Date of examn.
 Has shaft been changed? Has shaft now fitted been previously used?
 Has shaft now examined/fitted a continuous liner? Approved oil gland?

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
	Sto.
Air heaters	
Superheaters	
Safety valves	
Mountings, doors and fastenings	
Safety valves adjusted to { Sat Spt	228 lbs/sq.in. 220 lbs/sq.in.
Boiler securing arrangements	
Main economisers	Exhaust gas heated economisers
Steam heated steam generators	Steam generator safety valves adjusted to
Forced circulating pumps	Funnel
Have saturated steam pipes in cylindrical boiler smoke boxes been examined as required by the Rules?	Were oil burning system & remote controls examined in accordance with rules?

I recommend that the machinery of this ship remain as classed with/without fresh record of MBS 5-65 as previously recommended when the survey is complete subject to the port main boiler safety valve springs being renewed and the valves adjusted under steam by 10-65, to the evaporator not being used until surveyed and to any other 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.)

Date of Committee GLASGOW 19 OCT 1965

Minute Deferred for comp. MBS

J. M. Evans
 Surveyor to Lloyd's Register of Shipping
 (J. M. EVANS.)

ALSO FOR
 SPL FOR
 TRO
 SRL
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005174-005179-0279

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

Subject

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	
f Control gear cables, etc.		o Circuit breakers	
g Insulation resistance		p Cables	
h Insulating oil test		q Insulation resistance	
i Overspeed governors		r Steering gear generators & motors	
j Magnetic couplings		s Navigation light indicators	
k Air gap			

PARTICULARS OF DEFECTS, REPAIRS, ALTERATIONS, ETC.

SRL No. 241

a) Evaporator not to be used until surveyed.
Nothing done this time.

b) Safety valve springs of both boilers to be renewed by
6-65

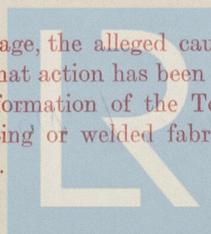
Now done

Springs renewed on sta. boiler and valves adjusted under
steam.

It was stated that due to the port boiler having to
remain under steam, it was not possible to renew the springs.
This will be carried out on the vessel's return to U.K. next
month.

It is recommended that the limit be extended to 10-65.

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.



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