

25 MAY 1964

Ship's Name SS/~~MS~~ "TASSIA" ex "ANNETTE"

Gross tons 2321

Is there a rpt. 8?

Port Piraeus

Rpt. No. 10922

No. of visits

First date

Last date

Interim Cert. issued
& copy herewith?Damage rpt. issued
& copy herewith?

Last rpt. (H.Q. only)

Date of
completing rpt.

Surveyed at, if different from Port above

Is a rpt. 9A
attached? Yes.

MN

Nature of survey

Survey fees

Damage fee

Expenses

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

~~MAIN AND/OR PRESS~~(State if oil fired—OF
or exhaust gas—EG)

MAIN

O.F. Both 9-4-64

each boiler.)

Air heaters

Both boilers Good.

Superheaters

Both boilers Good.

Safety valves

Both boilers Good.

Mountings, doors
and fastenings

Both boilers Good.

Safety valves { Sat
adjusted to { Spt

228 lbs/sq.in. Both boilers.

228 lbs/sq.in. Both boilers.

Boiler securing
arrangements

Both boilers. Good.

~~Main economisers~~~~Exhaust gas heated economisers~~~~Steam heated
steam generators~~~~Steam generator safety valves adjusted to~~~~Forced
circulating pumps~~

Funnel Good.

Have saturated steam pipes in cylindrical boiler
smoke boxes been examined as required by the Rules?Yes. Were oil burning system &
remote controls examined
in accordance with rules?

Yes.—Good.

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

See Report 9A.

(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

TUESDAY 19 MAY 1964

Minute

See Rpt 9A

C. Philippou
Surveyor to Lloyd's Register of Shipping

ALSO FOR

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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		o Circuit breakers	
f cables, etc.			
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.

Damage stated sustained during heavy weather on the 12th January, 1964, near Lisbon and during the loaded journey from Gdansk to Durres. It was further stated that due to loss of suction of the cooling pump, leakage of condenser made same unusable and boilers were fed with sea water for four days; vessel made repairs in Lisbon and proceeded on her voyage on fresh water (please see Interim Certificate of Lisbon dated 4-2-64); however heavy loss of water from the boilers obliged vessel to stop at Ceuta, Algiers, Augusta and at destination Durres for obtaining feed water.

Both boilers were now examined and although the ps one was found reasonably clean and with small leaks only through the tubes, the ss one was found leaking heavily through all the tubes and back stays and bolts and with heavy deposit of salt.

Now on ps boiler a number of tubes were expanded and 12 plain tubes removed for access for cleaning and renewed.

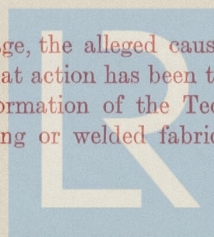
SS boiler all plain tubes and 6 stay tubes renewed; all back stays and bolts caulked and tightened up.

Both boiler valves ground as necessary.

As new tubes now used were stated not available in this port with L.R. Certificate, flatening and expanding tests were carried out to our satisfaction; makers of the tubes were "Mannesmann Röhrenwerk Remscheid, Germany".

Upon completion of repairs both boilers were hydraulically tested satisfactorily.

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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