

27 FEB 1964

Ship's Name SS/MS "TASSIA" ex "ANNETTE" Gross tons 2321
Is there a rpt. 8? No Port Lisbon Rpt. No. 10418
No. of visits 7 First date 16-1-64 Last date 29-1-64
Interim Cert. issued & copy herewith? Yes Damage rpt. issued & copy herewith? Yes, (2) Last rpt. (H.Q. only) - A80 1030
Date of completing rpt. 4th February, 1964 Surveyed at, if different from Port above -
Is a rpt. 9B attached? No MN 306 Nature of survey Damage
Survey fees Esc: 700\$00 Damage fee Esc: 1.000\$00 Expenses Esc: 350\$00
Repairs Esc: 1.000\$00
18/2/64 due

S.A. fee

MAIN ENGINES, RECIP., STEAM OR I.C. (State Port—P or Starboard—S)

1 Cyls., covers, pistons & rods

2 Valves & gears

3 Con. rods, top ends & guides centre

Side

4 Crankpins & bearings centre

Side

5 Journals & bearings

MAIN ENGINE DRIVEN AIR COMPRESSORS (State Port—P or Starboard—S)

6 Cyls., covers, pistons & rods

7 Con. rods & top ends

8 Crankpins & bearings

9 Journals & bearings

10 Coolers & safety devices

MAIN ENGINE DRIVEN SCAVENGE PUMPS (State Port—P or Starboard—S)

11 Cyls., covers, pistons & rods

12 Con. rods & top ends

13 Crankpins & bearings

14 Journals & bearings

16 MAIN TURBINES (State Port—P or Starboard—S)
Casings, rotors, blading, bearings & thrusts

15 Levers

17 Reduction gearing

18 Scavenge blowers

19 Superchargers

I recommend that the machinery of this ship remain as classed with/without fresh record of survey and subject to the ballast pump water end being renewed at the next Special Survey. Subject also to all remain special conditions of class being dealt with as previously recommended.

ALSO FOR

SPL FOR

NOTED BY
TBO CESRML

SRL

POSTING

HEADER

CERT

(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 10 MAR 1964

Minute

As now, subject

E. Hardcastle
Surveyor to Lloyd's Register of ShippingLloyd's Register
Foundation

005774-005179-0348 1/2 D

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

20	Exhaust steam turbines (with recip. eng.)	21	Thrust blocks shafts & bearings		
22	Steam compressors	23	Intermediate shafts & bearings		
24	Clutches & hydraulic couplings	25	Condensers (main & aux.)		
26	Steam re-heaters	27	Air ejectors (main & aux.)		
28	De-superheaters	29	Forced &/or induced draught fans		
30	Stop & manoeuvring valves	31	Holding down bolts & chocks	32	Detuner or vibration damper
33	Main engine driven pumps				
34	Crankcase doors & explosion relief devices	35	Have main engines been tested working & manoeuvring? (To be done on completion of ES or CS cycle)		
36	Essential independent pumps				
37	Bilge, ballast & oil fuel suction lines, fittings & controls	38	Have the remaining piping arrangements & fittings in the machinery space been examined as considered necessary?		
39	Fresh water coolers	40	Lub. oil coolers		
41	Heaters (state service)	42	Feed water filters		
43	Auxiliary air receivers & safety devices	44	Starting air pipes		
45	Main air receivers & safety devices				
46	Independent air compressors coolers & safety devices				
47	Oil fuel tanks (not forming part of the hull structure)				
48	Have all evaporators safety valves been tested under steam?	49	Evaporators HP & LP	50	Distillers
51	Fire extinguishing arrangements	52	Steering machinery	53	Windlass

State
Port P. or
Starboard S.

Identify
by
position

AUXILIARY ENGINES

PARTICULARS OF DEFECTS, REPAIRS, ALTERATIONS, ETC.

DAMAGE

Stated to have been first observed at 09.00 hours on the 12th of January 1964 whilst the vessel was proceeding from Br st to Ceuta requiring the vessel to enter Lisbon as a port of refuge on the 16th of January 1964.

FOUND

Main engine feed system full of salt water.
Main boiler water salinity registering 3/32.

The following was recommended.

Main condenser to open and test.

Main boilers to open on water side and clean.

Boiler feed check valves to open for internal examination.

Selected feed pipes to remove for examination.

Feed pump valve chets to open for examination.

Feed systems to drain of salt water.

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 also be reported above.

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1944

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Port Lisbon

Rpt. No. 10418

Upon opening the condenser two tubes were found fractured completely at the centre support plate which is considered the cause of the contamination.

Repairs carried out

Main condenser tested and a total of twelve broken or leaking condenser tubes plugged.

Both main boilers opened and water side cleaned completely.

All boiler check valves opened and cleaned (See wear and tear repairs for repairs not attributable to damage).

Selected feed pipes removed, cleaned and examined (See wear and tear repairs for repairs not attributable to damage).

Feed pump valve chests opened, cleaned and examined.

Wear & Tear Repairs

Forward and aft feed pumps generally overhauled.

X Port auxiliary non-return check valve lid renewed. Fractured between wings and seat.

X Starboard main non-return check valve lid and seat renewed, seat landing re-machined. Seat excessively loose in chest, valve fractured.

X Five lengths of copper feed pipes renewed and two replaced. Fractured or excessively worn in way of clips.

Three feed pump discharge valves repaired by renewal of one seat, one valve lid and three valve spindles.

Feed line intermediate valve overhauled.

Feed line bulkhead valve lid renewed and seat overhauled.

Feed pump suction from hot well valve, new valve lid, seat and spindle fitted.

X Feed line safety valve chest renewed, corroded.

X Ballast pump water valve chest opened and various discharge and suction valve units found missing due to valve seat landings being eroded away, holes plugged with wood. Various other seat landings eroded to the extent that the valve units were not water-tight at the landings.

Since the division plates were eroded to the extent that there was insufficient metal to re-cut the eroded seat landings they were blanked leaving approximately two thirds of the valves operative.

Pump tested on completion and satisfactory.

It is recommended that the class of the vessel be made subject to the ballast pump water end being renewed at the next Special Survey.

S.R.L.

Evaporator not to be used until surveyed.

Nothing done regarding this item.

MI.

E. Hardcastle
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of Shipping.

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