

COPY.

LLOYD'S REGISTER OF SHIPPING.

United with THE BRITISH CORPORATION REGISTER



PORT LISBON

20th February, 1964.

D. 2870

THIS IS TO CERTIFY that

R. HARGREAVE

the undersigned Surveyor to this Society did at the request of Messrs. James Rawes & Co. Ltd. and on behalf of Messrs. Carlos Gomez & Co. Ltd., Owners Agents, Lisbon, and with the consent of the Master attend on board of the

S.S. "TASSIA" ex "ANNETTE" 2321 gross tons

whilst lying afloat at anchor in the river Tagus, on the 16th January 1964, and subsequently alongside in Lisbon for the purpose of ascertaining the nature and extent of damage stated to have been first observed at 09,00 hrs. on the 12th of January 1964, whilst the vessel was proceeding from Brest to Ceuta, requiring the vessel to enter Lisbon as a port of refuge. Vessel arriving Lisbon on the 16th of January 1964.

For further particulars see vessel's log-books.

The main engine feed system and boilers were contaminated with sea water which it was stated had progressively reduced the steaming capacity. The contamination was assumed to have come from the main condenser, which assumption was found correct at the subsequent examination.

Upon examination the following damage was found and repairs recommended without prejudice to the terms and conditions of insurance.

FOUND

Main engine feed system full of salt water.

On completion of the above recommendations two condenser tubes found broken and ten leaking.

RECOMMENDED

Main condenser drain for examination and refill for testing purposes.

Broken and leaking condenser tubes plug.

Port and starboard boilers to open on water side only for examination and cleaning.

Port and starboard boiler feed check valves to open for examination.

Feed pump valve chest to open for examination.

This Certificate is issued upon the terms of the Rules and Regulations of the Society, which provide that:—

«While the Committees of the Society use their best endeavours to ensure that the functions of the Society are properly executed, it is to be understood that neither the Society nor any Member of any of its Committees is under any circumstances whatever to be held responsible for any inaccuracy in any report or certificate issued by the Society or its Surveyors, or in any entry in the Register Book or other publication of the Society, or for any error of judgment, default or negligence of any of its Committees or any Member thereof, or the Surveyors, or other Officers or Agents of the Society.»

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FOUND

RECOMMENDED

Selected feed pipes to remove for examination internally.

Feed system to drain of salt water.

System to examine in operation on completion of the above.

The foregoing recommendations were made with a view to placing the machinery in the same condition as before the alleged casualty occurred but further repairs, as itemised below, were found necessary to place the items examined in a safe working condition as required by classification standards. The deterioration of these items was considered to have been caused by wear and tear and not attributable to the damage sustained.

Forward and after feed pumps; valves, pistons and rods removed and overhauled.

Port auxiliary check valve lid renewed due to being fractured.

Starboard main non-return check valve lid and seat renewed due to seat being loose and vibrating in valve chest, valve lid fractured.

Five lengths of copper feed pipes renewed and two lengths repaired due to fractures at previous repairs or excessive wear in way of clips.

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

Feed line intermediate valve overhauled due to general deterioration.

Feed line bulkhead valve lid renewed and seat overhauled due to general deterioration.

Feed pump suction from hot well; valve lid, seat and spindle renewed due to general deterioration.

Feed line safety valve chest renewed due to being corroded.

Ballast pump water valve chest opened and various discharge and suction valve seat landing holes plugged due to excessive erosion of the division plates in way.

All repairs were completed to my satisfaction, the vessel departing on the 29th of January 1964.

Work commenced on the 17th of January 1964 and proceeded with overtime until the 29th of January 1964 when the boilers and feed system were examined functioning satisfactorily.

The account for the repairs was sighted and amounted to Esc:168.010\$00, 84.000\$00 of which was considered to be attributable to the damage and the remainder to wear and tear repairs requested by the vessel's personnel or Classification and Port Surveyors. The overtime cost of the total account was stated to be 21.120\$00 but no apportionment between damage and wear and tear cost was given, but was considered to be in the same ratio as the normal working day account apportionment.

E. Hardcastle

E. Hardcastle
Surveyor to Lloyd's Register of Shipping

Fee and Expenses:-
Esc:- 1,200\$00

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Lloyd's Register
Foundation

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