

B.C. ship

22 AUG 1952

Rpt. 8.

(Received at London Office)

No. 6043

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 16.8.52 When handed in at Local Office 16.8.52 Port of Piraeus

No. in Reg. Book 29488 Survey held at Piraeus Date, First Survey 16.7.52 Last Survey 18.7.52 (No. of Visits 4)

29488 on the ~~Wood Iron or Steel~~ T.S.S. "TEET" Built at Montreal By whom Canadian Vickers Ld. When 1943

TONNAGE: GROSS 1742 Owners Cadio Cia. de Nav. S.A. Owners' Address (If not already recorded in Appendix to Register Book)

UNDER DK. - Managers G. Sigales Sons Port belonging to Piraeus

NET 629 Surveyed Afloat or in Dry Dock? Drydock Name of Dock Govt. Graving Dock. Destined Voyage

Cell DBor DBa feet; uE & B feet; f feet; f feet; f feet Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

total capacity tons. FPT tons; APT tons; MT feet tons. Only alterations in the existing records of tanks should be inserted. N.B. All alterations in the existing records should be underlined.

Last Report, No. 6033 Port Pir

(Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules and items remaining to complete the Surveys should be summarised. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes: and besides being detailed in the body of the report, should be summarised in the form shown below. Whenever the replacement of Anchors or Chains is reported the particulars should be clearly stated in the space provided on the back of this form. State also the dates and initials of any letters respecting this case.

In damage cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose and to whom and why they were declined

Was a damage report made by anyone else? if so, by whom?

REPAIRS, OR EXAMINATION AS PER RULE, FOR Docking Survey and Damage Survey (Rpt. 10 No. D. 6043 attached)

Docking Survey.

Now done:

The vessel was placed on the Government Graving Dock.

The bottom and rudder were cleaned, examined, found or placed in efficient condition and recoated.

The decks, hatches, ventilators, closing appliances and equipment were generally examined and found or placed in efficient condition.

The rudder was tried hard over to hard over and found in order.

The steering gear and windlass were examined externally, seen under working conditions and found in order.

The Load Line markings were checked and found properly cut in Ship's sides. P.T.O.

SUMMARY OF DAMAGE REPAIRS :-	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items :-
Renewed ...								
Removed and Fairled or Repaired								
Fairled or Repaired in place ...								

PRESENT CONDITION OF THE		Copper, or Y.M. (State if on felt.)	
Decks Good	Bulkheads -	Engine Room Skylights Good	When fitted, Month Year
Caulking of Decks "	Ceiling -	Coal Bunkers, Openings, Covers, &c. -	
Coamings "	Cement or Asphalt -	Oil Bunkers. -	
Beams & Fastenings -	Rudder Good	Scuppers Good	Boats Good
Outside Plating Efficient.	Steering gear and its connections "	Cargo Hatchways "	Masts, Yards, &c. "
" " in way of sidelights -	Windlass "	Hatches "	Condition, how ascertained From deck (State if wedges removed.)
Frames -	Have pumps been examined and found efficient? Yes	Planking -	Equipment letter
Reverse Frames -	Have Sluice Valves been examined and found efficient? -	Caulking -	Anchors. No. of 3B 1S
Longitudinals -	Have Watertight Doors been examined and found efficient? -	Treenails -	Cables (State if new ranged) No
Transverses -	Have Ventilators and their Coamings been examined and found efficient? Yes	Breasthooks & Stemson -	" length (on board.) mean diam. -
Floors -	Air and Sounding Pipes -	Transoms, Pointers & Crutches -	" Rule length - size -
Keelsons -	Have the Tanks been tested Please see Rpt.	Timbers of Frame at openings -	Chain Locker -
Stringers -	Building Plates under Sounding Pipes -	" " at other places -	Hawsers & Warps Good
Inner Bottom Plating -		Stringers, Clamps & Shelves -	Standing and Running Rigging "
Have the Tanks been examined internally? No		Salting -	Sails -
Have the Tanks been tested Please see Rpt.		State if examined.	

General Observations, Opinion as to Class, Recommendation, &c. :-

State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example: "to remain as classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,38," or "to remain as classed and to have record of survey, 1,38, and the notations of ss No. 1-38."

This vessel, as now seen, is in good and efficient condition and eligible in my opinion to remain as now classed with fresh record of ~~the~~ Docking Survey 7,52, subject to permanent repairs to keel plates 1,2,4,5,7,8 & 9 (p.s.) 'A' 5,6,7 & 8 'B' 6 (s.s.) 'A' 4,5,6,7 & 8., 'B' 6 etc. by the end of October 1952. Also subject to all other conditions at present attached to the vessel's Class.

Survey Fee (per Section 29) £ 10. 0. 0.	Fees applied for, 14.8.1952.
Class hull repairs. 20. 0. 0.	Received by me, [Signature]
Special Damage Survey Fee (if any) (per Sec. 29) £ 35. 0. 0.	19
Travelling Expenses (if chargeable) £ 1. 18. 0.	Surveyor to Lloyd's Register of Shipping.
Second Surveyor's Fee (if any) Stamps: 16. 0.	

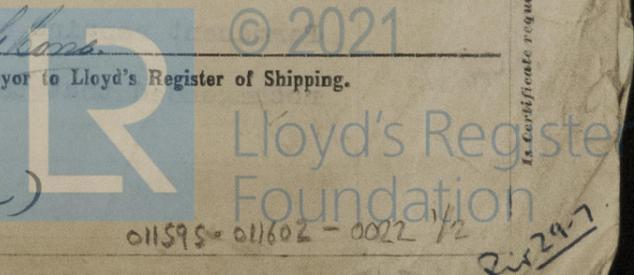
Committee's Minute THU 25 SEP 1952 Character Assigned Deferred for repairs report (by 11.52) but assign 7.52 Pir. subject

29488
15 SEP 1952

6043

Transfer Ink. (MADE AND PRINTED IN THE SURVEYORS ARE REQUESTED NOT TO WRITE ON OR BELOW THE SPACE FOR COMMITTEE'S MINUTES)

Is Certificate required? If so, to be sent to



Damage Survey. (Voyage from Piraeus to Istanbul)

It was stated that at 7.00 on the 9th July, 1952 whilst proceeding normally on her voyage the vessel grounded when off San Stefano. The Main Engines were stopped immediately. The vessel refloated at once and the voyage was continued to Istanbul. Soundings throughout the vessel remained normal.

On examination by the undersigned the following damage was noted with recommendations for permanent repairs.

FOUND:

Keel plates Nos. 4, 5, 7, 8 and 9 (numbered from forward) set up and wavy.

Keel plates Nos. 1 and 2 (numbered from aft) set up.

'A' strake port side Nos. 5, 6, 7 and 8 plates (numbered from forward) set up and wavy.

'B' strake port side No. 6 plate (numbered from forward) wavy.

'A' strake starboard side Nos. 4, 5, 6, 7 & 8 plates (numbered from forward) wavy and indented.

'B' strake starboard side No. 6 plate (numbered from forward) indented.

RECOMMENDED:

Nos. 7, 8 and 9 plates to remove, fair and refit.

Nos. 4 and 5 plates to fair in place.

To renew.

To remove, fair and refit.

To fair in place.

To fair in place.

To fair in places.

When Anchors or Cables are supplied, the particulars are to be reported in the following form :-

ANCHORS.

Number of Certificate.	Anchor.*	WEIGHT EX. STOCK.			WEIGHT OF STOCK.			TEST PER CERTIFICATE.			WEIGHT REQUIRED BY RULE.	Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons	Cwts.	qrs.				
	1st Bower													
	2nd "													
	3rd "													
	Collective Weight													
	Stream.....													
	Kedge.....													

* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

CHAIN CABLES.

Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.				Length and size per rule.		Description.	Makers of Cables.	Where and when tested and Superintendent.	
	Length.	Diam.	Stato- tory.	Breaking.	Supplied.	Per Rule.	Length.	Diam.						
	Fathoms.	In.	Tons.	Tons.	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Fathoms.	In.		

Iron Stream Chain or Steel Wire

Floors and frames etc. in way to be faired in place.

Rudder to be examined.

Permanent repairs were not effected at this time at Owners' request and it is now recommended that these repairs be carried out by the end of October 1952.

Continued/.....

T.S.S. "TETI"

The following temporary repairs were now completed:-

195 leaking bottom rivets caulked and welded.

Tanks in way tested and found tight.

S.R.L. items.

Repairs to indented shell plates etc. (p.s. amidships) not dealt with and continues efficient.

"Endorsements"

Sheerstrake plates Nos. 4 and 5 and Nos. 6, 7, and 8 in 1st below sheer (p.s.), keel and bottom shell plating in XXB A & B strakes (p. & s.) also side plating on waterline (p. & s.) not dealt with and continue efficient.

Condition.

The condition of this vessel continues efficient meantime.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

