

B.C. Ship

22 AUG 1952

Rpt. S.

(Received at London Office)

No. 6043

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 16.8.52 19... When handed in at Local Office 16.8.52 19... Port of Piraeus

No. in Reg. Book 29488 on the ~~Steel~~ T.S.S. "TEP" Date, First Survey 16.7.52 Last Survey 18.7.52 19... (No. of Visits 4)

TONNAGE:— Built at Montreal By whom Canadian Vickers Ltd. When 1943

GROSS 1742 Owners Cadio Cia. de Nav. S.A. Owners' Address

UNDER DK. — Managers G. Sigalas Sons (If not already recorded in Appendix to Register Book).

NET 629 Port belonging to Piraeus

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

Cell DBor DBa feet; uE & B feet; f fee

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

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

CHARACTER	Machinery and Boiler Surveys
BS	MBS 8.47
Mediterranean	Blr. S. 11.51 7.52
Service	TS OG s 7.49
4.52	p 6.50
ss Pir. -8.47	Msp 7.49 7.52
A.S. 5.51	
Fitted for oil fuel	
Society's Freeboard (if assigned) as painted on Ship and now verified	W.T.B. ft. ins.

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

Decks Good	Bulkheads —	Engine Room Skylights Good	Copper, or Y.M. (State if on felt.)
Caulking of Decks "	Ceiling —	Coal Bunkers, Openings, Covers, &c. —	When fitted, Month Year
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 — mean diam. — (on board.)
Floors —	Air and Sounding Pipes —	Transoms, Pointers & Crutches —	" Rule length — size —
Keelsons —	Bonding Plates under Sounding Pipes —	Timbers of Frame at openings —	Chain Locker —
Stringers —		" " 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. 1.) 'A' 5, 6, 7 & 8 'B' 6 (ss.) '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.

Class hull repairs. 20. 0. 0.

Special Damage Survey Fee (if any) (per Sec. 29) £ 35. 0. 0.

Travelling Expenses (if chargeable) £ 1. 18. 0.

Second Surveyor's Fee (if any) Stamps 16. 0.

Fees applied for, 14.8.19 52.

Received by me, 19...

Committee's Minute

Character Assigned

Defended for repairs report (by 11.52)
but assign 7.52 Pir. subject

Surveyor to Lloyd's Register of Shipping.

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Lloyd's Register Foundation

011595-011602-0022 1/2

Is Certificate required? If so, to be sent to

To fair in places.

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

Continued/.....

The condition of this vessel continues efficient meantime.