

22 AUG 1952

COPY

# LLOYD'S REGISTER OF SHIPPING

UNITED WITH THE BRITISH CORPORATION REGISTER



Report No.D.6043

Port of Piraeus,

14th August, 1952.

### This is to Certify that

A.C. Bono

the undersigned Surveyor to this Society did at the request of J.A. Saunders, Esq., Lloyd's Agent, Piraeus, attend on board the T.S.S. "TETI" 1742 tons gross of Piraeus, whilst this vessel lay in the Government Graving Dock on the 16th July, 1952 and subsequently, for the purpose of ascertaining, without prejudice, the nature and extent of damage stated to have been sustained on the 9th July 1952 whilst on a voyage from Piraeus to Istanbul.

It was stated that at 7.00 a.m. on the 9th July 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 taken throughout the vessel remained normal.

For full particulars please refer to Ship's Log Book.

On examination in the Government Graving Dock the following damage was noted with recommendations for permanent repairs.

FOUND:

RECOMMENDED:

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

Nos. 7, 8 and 9 plates to remove, fair and refit. Nos. 4 & 5 plates to fair in place.

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

To renew.

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

To remove, fair and refit.

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

To fair in place.

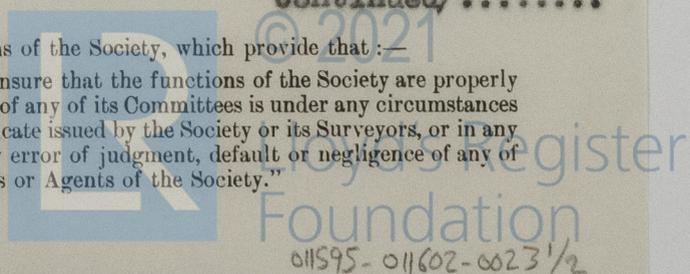
'A' strake starboard side Nos. 4, 5, 6, 7 & 8 plates (numbered from forward) wavy and indented.

To fair in place.

Continued/.....

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."



S. "TETI"

D:

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

RECOMMENDED:

To fair in place.

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

Rudder to be examined.

To renew.

Screw Shafts to be examined.

and starboard propellers damaged.

above recommendations were made with a view to the vessel being in as good condition as before the said damage was sustained..

is my opinion that the above damage was caused through grounding, damage being due to refloating.

Permanent repairs were not effected at this time at Owners' request. It is estimated that the cost of permanent repairs excluding drydocking would be approx. Drs. 630,000,000.- with 22 days in Drydock and 6 days afloat to complete.

the following temporary repairs were now completed:-

5 leaking bottom rivets caulked and welded.  
 Tanks in way tested and found tight.  
 Port and starboard propeller blades faired and tips cleaned up. Shaft bearings cleaned up and propeller nuts repaired.

The cost of above temporary repairs was Drs. 21,000,000.- and this amount is considered reasonable.

Time in Drydock to complete was 3 days and this time is considered reasonable.

Survey fees	Drs. 2,115,000.-
Expenses	150,000.-
Contingencies	25,500.-

*W.B. Bone.*

Surveyor to Lloyd's Register.



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