

REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

(Received at London Office)

Date of writing Report 16.8.52 When handed in at Local Office 16.8.52 Port of Piraeus 22 AUG 1952

Survey held at Piraeus Date. First Survey 16.7.52 Last Survey 18.7.52 (No. of Visits 3)

on the Machinery of the ~~Wooden~~ Steel T.S.S. "TETI"

Gross 1742 Vessel built at Montreal By whom Canadian Vickers Ltd. When 1943
 Net 629 Engines made at " By whom " When "
 Main Boilers 5000HP Boilers, when made (Main) (Donkey)
 Owners Cadio Cia. de Nav. S.A. Owners' Address "
 Managers G. Sigalas Sons Port Piraeus Voyage "

If Surveyed Afloat or in Dry Dock Drydock Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
 Main Boilers 225lbs. Govt. Graving Dock.

Particulars of Examination and Repairs (if any) Docking Survey & Blr. rprs. & Damage Survey.

CHARACTER: BS Machinery and Boiler Surveys (including date of N.B., if any) MBS 8,47
 Date of last Survey and of Periodical Surveys. Mediterranean Service BlrS 11,517.52
5,51 4.52 TS OG s 7,49
ss Pir. -8,47 p6,50
A.S. 5,51 msp 7.52

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 why they were declined.

What parts of the Boilers could not be thus thoroughly examined?

At what special means, in the absence of internal examination, were adopted by the Surveyor to assure himself of the thorough efficiency of those parts of each Boiler?

When did the Surveyor examine the Safety Valves of the Main Boilers? To what pressure were they afterwards adjusted under steam?

When did the Surveyor examine the Safety Valves of the Donkey Boilers? To what pressure were they afterwards adjusted under steam?

When did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? and of the Donkey Boilers?

When did the Surveyor examine the drain plugs of the Main Boilers? and of the Donkey Boilers?

When did the Surveyor examine all the mountings of the Main Boilers? and of the Donkey Boilers?

Has the screw shaft now been drawn and examined? Has it a continuous liner? Is an approved oil retaining appliance fitted at the after end?

Has the shaft now been changed? If so, state reasons. Has the shaft now fitted been previously used? Has it a continuous liner?

Is an approved oil retaining appliance fitted at the after end? State date of examination of Screw Shaft. State the wear down in the stern bush.

Is electric light and/or power fitted? If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses?

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms?

Engine parts, when referred to by numbers, should be counted from forward. Auxiliary machinery should be referred to by position in Machinery Space.

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done. Complete.

It was stated that at 7.00 a.m. on the 9th July whilst proceeding normally on her voyage the T.S.S. "TETI" 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: Port and starboard propellers badly damaged. **RECOMMENDED:** To renew. Screw Shafts to be examined.

It is now recommended that the above permanent repairs be carried out by the end of October 1952.

The following temporary repairs were now completed: - P.T.O.

General Observations, Opinion, and Recommendation: -

(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, BS 0,11, B&MS 0,11, LMC 0,11 or LMC 140 lb., FD, &c.)

CS 3,34

The Machinery of this vessel, as now seen, is in good and efficient condition and eligible in my opinion to remain as at present classed with fresh record of Docking Date 7,52, subject to renewal of propellers and examination of screw shafts by the end of October 1952. Also subject to all other conditions at present attached to the vessel's class.

Survey Fee (per Section 20) £ 10. 0. 0. Fees applied for Class repairs 14.8. 19. 52
 Special Damage or Repair Fee (if any) £ 15. 0. 0.
 Travelling expenses (if chargeable) £ 1.15. 0.
 Stamps 6. 0.

Received by me, [Signature]
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute THU 25 SEP 1952
 Assigned As now subject

Lloyd's Register Foundation

Port and starboard propellers blades faired and tips cleaned up. Shaft tapers cleaned up and propeller nuts repaired.

Docking Survey.

The vessel was placed in the Government Graving Dock.

The propellers and sea connections and fastenings were examined and found or placed in efficient condition.

The steering engine and windlass were examined and found in order.

S.R.L. items.

outer
Starboard/intermediate shaft not dealt with at this time.

"Endorsement"

Plugged tubes have now been dealt with and it is recommended that this item be deleted.

Boiler repairs.

The following repairs have now been dealt with:-

- Forward Boiler. 11 plugged tubes renewed.)
 - Aft Boiler. 14 plugged tubes renewed.)
-)(Please see Piraeus Report No.5940)

