

B.C. Ship

28 JUL 1952

Rpt. 8.

(Received at London Office

No. 6033

## REPORT OF SURVEY FOR REPAIRS, &amp;c.

Date of writing Report 20.7.52 19... When handed in at Local Office 24.7.52 19... Port of Piraeus

No. in Reg. Book. Survey held at Piraeus Date, First Survey 20.2.52 Last Survey 8.7.52 19...

on the T.S.S. "TETI" (No. of Visits 15)

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

GROSS 1742 Owners Radio S.A. de Nav. S.A. Owners' Address

UNDER DECK - Managers G. Sigalas Sons. Port belonging to Piraeus.

NET 629

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

Cell D Bor D Ba feet; uE &amp; B feet; f fee

Total capacity tons. FPT tons; APT tons; MT tons. 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. 5940 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. Not requested

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR Special Survey (Type 2) and Damage Survey

Now done:

The vessel was placed in the Government Graving Dock.

The bottom and rudder were cleaned, examined and recoated.

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

The structure was specially examined in way all shell openings (no ash shoots) and found in good

condition.

The Load Line markings were checked, found properly put in the ship's sides and were now changed

from B.C. to L.R.

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 Fair'd or Repaired								
Fair'd or Repaired in place ...								

PRESENT CONDITION OF THE								
Decks	Efficient	Bulkheads	Good	Engine Room Skylights	Good	Copper, or Y.M.		
Caulking of Decks	Good	Ceiling	"	Coal Bunkers, Openings, Covers, &c.	-	(State if on Felt.)		
Seamings	"	Cement	"	Oil Bunkers	Good	When fitted, Month		Year
Beams & Fastenings	"	Rudder	"	Scuppers	"	Boats	Good	
Outside Plating	Efficient	Steering gear and its connections	"	Cargo Hatchways	"	Masts, Yards, &c.	"	
" " In way of sidelights	Good	Windlass	"	Hatches	"	Condition, how ascertained	hammer test	
Frames	"	Have pumps been examined and found effi-		Planking		(State if wedges removed.)	None	CT 795.
Reverse Frames	"	cient?	Yes	Caulking		Equipment letter		
Longitudinals	-	Have Sluice Valves been examined and found		Treenails		Anchors, No. of	3B 1S	12 21/2
Transverses	-	efficient?	-	Breasthooks & Stemson		Cables (State if now ranged)	Yes	15/24
Floors	Good	Have Watertight Doors been examined and found		Transoms, Pointers & Crutches		" length	Please see Rpt.	15/24
Keelsons	"	efficient?	Yes	Timbers of Frame at openings		" Rule length	210	15/24
Stringers	"	Have Ventilators and their Coamings been		" " at other places		Chain Locker	Good	15/24
Inner Bottom Plating	"	examined and found efficient?	Yes	Stringers, Clamps & Shelves		Hawseers & Warps	Good & Sufficient	15/24
Have the Tanks been examined internally	Yes	Air and Sounding Pipes	Good	Salting		Standing and Running Rigging	Good	15/24
Have the Tanks been tested?	Yes	Doubling Plates under Sounding Pipes	Yes	State if examined.		Sails	9	15/24

## General Observations, Opinion as to Class, Recommendation, &amp;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 notation of ss Pir.-7,52 with last Docking Date 4,52, subject to all conditions at present attached to the vessels class. Also subject to permanent repairs to damaged, wavy and indented shell plating D1,3., E5,6,7,8,9,10., F3,6,7,8,9,10,11., G6,7,8,9,10,11(p.s.) and E3,4., F7,8,9,10,11,12., G8,9,10,11,12., (s.s.) by the end of October 1952.

Survey Fee (per Section 29)	£ 125. 0. 0.	Fees applied for,	
Late fee	£ 5. 0. 0.	24.7. 19 52	
Special Damage or Repair Fee (if any) (per Sec. 29)	£ :	Received by me,	
Travelling Expenses (if chargeable)	£ 5. 9. 0.		
Second Surveyor's Fee (if any)	£ 1. 8. 0.		

Committee's Minute

Character Assigned

FRI. 29 AUG 1952

Surveyor to Lloyd's Register of Shipping.

&amp;

Acting Surveyor to Lloyd's Register.

11595-011602-0030 1/3







pt. 9a.

Port of Piraeus

Continuation of Report No. 6033

dated 24th July, 1952.

on the

T.S.S. "TETI"

(2) Damage sustained at Chios on the 8th January 1952.

FOUND: (Numbered from forward).

RECOMMENDED:

E 3 and 4 slightly indented.

To fair in place.

F 7, 8, 9, 10, 11 and 12 slightly set in & wavy.

To remove fair and refit.

G 8, 9, 10, 11 and 12 slightly set in and wavy.

To remove fair and refit.

Shell frames in way to be dealt  
with as found necessary.

The Owners have stated that the vessel will lay up in October when it is intended to fit Diesel Engines.

It is therefore recommended that, as this vessel is considered efficient meantime, the above repairs be dealt with by the end of October 1952.

Condition.

This vessel is considered efficient meantime.

*B*  
*BRP*



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Lloyd's Register  
Foundation

0030 3/3