

# REPORT OF SURVEY FOR REPAIRS, &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 60978 Survey held at Piraeus Date, First Survey 20.2.52 Last Survey 8.7.52 19...  
(No. of Visits 15)

on the Wood, Iron or Steel T.S.S. "TEI"

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

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

UNDER DK. - 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 & B \_\_\_\_\_ feet; f \_\_\_\_\_ fee }  
Total capacity \_\_\_\_\_ tons. FPT \_\_\_\_\_ tons; APT \_\_\_\_\_ tons; MT \_\_\_\_\_ 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

CHARACTER	Machinery and Boiler Surveys
BS	MBS 8,47
Mediterranean service	BlrS 11,51
	TS OG s 7,49
	p 6,50
ssPir.-8,47	
A.S. 5,51	Fitted for oil fuel.

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 cut in the ship's sides and were now changed from B.C. to L.R.

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

PRESENT CONDITION OF THE								
Decks	efficient	Bulkheads	Good	Engine Room Skylights	Good	Copper, or Y.M.		
Stowage of Decks	Good	Ceiling	"	Coal Bunkers, Openings, Covers, &c.	-	(State if on Felt)		
Stowings	"	Cement	As per	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 efficient?	Yes	Planking		(State if wedges removed.)	None	CT 795.
Reverse Frames	"	Have Sluice Valves been examined and found efficient?	-	Caulking		Equipment letter		
Longitudinals	-	Have Watertight Doors been examined and found efficient?	Yes	Treenails		Anchors, No. of	3B 1S	12 1/2 ton
Transverses	-	Have Ventilators and their Coamings been examined and found efficient?	Yes	Breasthooks & Stenon		Cables (State if now ranged)	Yes	15 ton
Floors	Good	Air and Sounding Pipes	Good	Transoms, Pointers & Crutches		" length	Please see Rpt.	2 5/4
Keelsons	"	Doubling Plates under Sounding Pipes	Yes	Timbers of Frame at openings		" Rule length	210 size 1 3/8	single
Stringers	"			Stringers, Clamps & Shelves		Chain Locker	Good	supplied
Inner Bottom Plating	"			Salting		Rawbars & Warps	Good & Sufficient	
Have the Tanks been examined internally?	Yes					Standing and Running Rigging	Good	
Have the Tanks been tested?	Yes					Sails	9	

### 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 notation of ssPir.-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.	24.7.1952	
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 Deferred for repairs & eqpt but assign 4.52 for subject  
Blr S 7.52 MBS 7.52 subject

FRI. 29 AUG 1952  
Surveyor to Lloyd's Register of Shipping. &  
Acting Surveyor to Lloyd's Register.

18 AUG 1952

M.V.

to be sent to

Rpt. 9a.

Port of Piraeus

Continuation of Report No. 6033

dated 24th July, 1952

on the

T.S.S. "TETI"

Repairs now effected (wear & tear)

6 side scuttle glasses and 1 deadlight renewed.

Door handles renewed where found defective.

Anchor Cable (now in use).

120 fms. 1 3/8" stud link cable in good condition.

75 fms. 1 3/16" stud link cable in poor condition.

195

17/32 = 1.1666  
1 1/32 = 1.03125  
- .0591

5.06% DOWN

Please forward Rule requirements as at the Special Survey 8,47 the cable was noted as 210 fms. 1 3/8" dia. ✓

correct

S.R.L. items.

Indented shell plating etc. (p.s. amidships) not dealt with at this time. Owner states will deal with these defects when converting to Diesel power during the coming winter season. Plating etc. now examined and found efficient meantime. (Please refer to attached letter).

Endorsements.

Sheerstrake plates Nos. 4 and 5 and Nos. 6, 7 and 8 in 1st below sheer (p.s.) indented. Keel and bottom shell plating in A and B strakes (p. & s.) also side plating on waterline (p. & s.) slightly wavy. Now examined and found efficient meantime.

Damage.

Stated to have been sustained (1) on the 15th November 1951 at Heraklion (Crete). Whilst manoeuvring to leave the windlass became defective and the vessel struck the quay causing damage to the shell plating on the port side. (2) on the 8th January 1952 at Chios whilst manoeuvring alongside damage was sustained to shell plating on the starboard side when the vessel struck the quay.

On examination in Drydock the following damage was noted with recommendations for permanent repairs.

(1) Damage sustained at Heraklion on the 15th November 1951.

FOUND: (numbered from forward)

RECOMMENDED:

D 1 and 3 indented.

To fair in place.

E 5, 6, 7 and 8 slightly set in and wavy.

To remove fair and refit.

F 9 and 10 indented.

To fair in place.

F 3 indented.

To fair in place.

F 6, 7, 8, 9, 10 and 11 slightly set in & wavy.

To remove fair and refit.

G 6, 7, 8, 9, 10 and 11 slightly set in & wavy.

To remove fair and refit.

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

The holds, deep tanks, peaks, machinery spaces, bunkers, double bottom tanks and bilges were cleaned out, examined and found in efficient condition.

The ceiling was removed from the bilges and tank tops and structure found in efficient condition.

The flooring plates in the machinery spaces were removed and the bottom found in good condition.

All tanks were tested as per Rules and found tight.

The framing and inner surfaces of the shell plating were exposed, cleaned, found in efficient condition and recoated where necessary.

The decks and unsheathed deck plating were cleaned examined and found in efficient condition.

The bulkheads throughout the vessel were examined and found in efficient condition.

The masts, rigging and outfit, windlass, air and sounding pipes, sanitary and other discharges through the ship's sides were examined (casings removed) and found or placed in good condition.

Double plates are fitted below each sounding pipe.

The plating in way all side scuttles was specially examined and found in efficient condition.

The hawse pipes were examined, equipment checked, cables ranged, shackle pins driven out and cables examined. Found in good condition except for cables which were as noted below.

The chain locker and cable holdfasts were found in good condition.

The hatches and closing appliances were found or placed in good condition and

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

ANCHORS.

Table with columns: Number of Certificate, Anchor, Weight of Stock, Test per Certificate, Weight Required by Rule, Description of Anchor, Makers, Where and when tested and Superintendent.

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

CHAIN CABLES.

Table with columns: 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.

locking appliances ~~was examined~~ seen in place and found in order.

The ventilator coamings were examined and found or placed in good condition.

A Renewal Load Line Survey was dealt with at this time.

Repairs now effected (wear and tear).

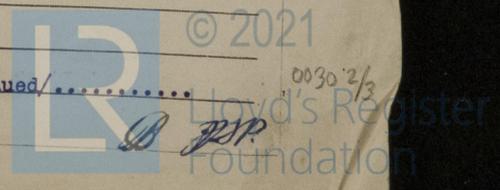
2 air pipe goose necks renewed.

1 ventilator coaming renewed.

30 hatch covers renewed.

Continued/.....

Continued/.....



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.

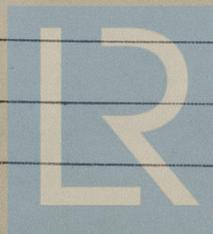
The Owners have stated that the vessel will lay up in October when it is intended to fit Diesel Engines.

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*  
*JAP*



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