

COPY.

28 AUG 1950

Lloyd's Register of Shipping.



Report No. D.5687.

Port _____ of PIRAEUS,

18th August, 1950.

This is to Certify that

A.G. BONE & D.A. PARISSIS

the undersigned Surveyor to this Society did at the request of

M.A. Saunders, Esq., Lloyd's Agent, Piraeus, attend on board the S.S.S. "TETI" 1742 tons gross of Piraeus, on the 25th May 1950 and on subsequent dates whilst this vessel lay afloat and in the Government Docks for the purpose of ascertaining, without prejudice, the nature and extent of damage alleged to have been sustained to the port and starboard screw shafts and outer intermediate shafts port and starboard and 'A' bracket bushes port and starboard.

According to the extract of log issued by the Owners the vessel left Ghios on the 11th May, 1950 and heavy weather was experienced before arriving at Piraeus on the following day.

For full particulars please see Ships Log Book.

The vessel was examined on the Government Floating Dock and it was found that the wear down in the 'A' bracket bushes port and starboard was approx 35 ins.

It was now recommended that the 'A' bracket bushes be re-metalled. On the port and starboard screw and aft intermediate shafts being removed, scoring to a depth of 1/16" was found at the parts in way of bushes and it was recommended that they be machined.

On further examination it was found that there were several circumferential fractures on the starboard aft intermediate shaft at the stern bush, the most severe admitting the insertion of a 40/1000" feeler to 1/4" depth. The shaft was now machined to a depth of 1/4" and the fractures found to be going still deeper whereupon it was recommended that this shaft be renewed.

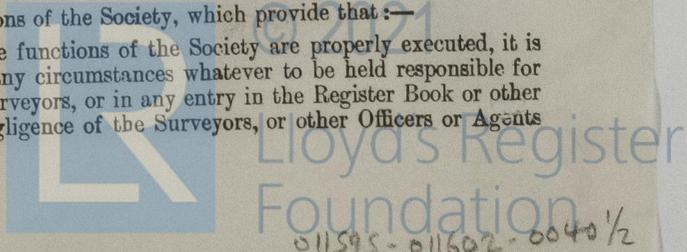
The port and starboard screw shafts and the port aft intermediate shaft were machined in way of bushes examined and found in good condition.

The vessel is engaged in the coasting passenger trade and as she was urgently needed to execute her summer itinerary, there was not time to obtain a new shaft from abroad.

This shaft is 15.32 ft. long and as no suitable shaft of this length could be found locally, the Owners requested permission to replace the shaft in two lengths and this was agreed to in view of the urgency of this case.

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This Certificate is issued upon the terms of the Rules and Regulations of the Society, which provide that:—
"While the Committee use their best endeavours to ensure that the functions of the Society are properly executed, it is understood that neither the Committee nor the Society are under any circumstances whatever to be held responsible for 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 the Surveyors, or other Officers or Agents of the Society."



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Report No. D. 5687.

S.S. "PETI"

Former Admiralty Tanker "OLNA" (No. 30906 in the 1939-40 Register classed #100A1), which had been sunk by enemy air action in the and subsequently raised, is now being broken up here and the is submitted that they be allowed to use the thrust shaft from vessel suitably machined.

Following markings (partly corroded) were noted on this thrust coupling - 'L.R.'

shaft was, however, approx. 3.3 ft. short and the Owners succeeded in finding another piece of this length which had been part of a thrust (no markings) from an unknown vessel and included the coupling and the first collar, which after machining would be of the exact dimensions required both as to length and diameter.

The piece had been cut practically flush with the collar, no test could be taken but it was examined and so far as could be seen was good and sound, and as moreover it is a one-piece forging with a collar capable of forming an efficient coupling, it was agreed that it be fitted subject to further examination after cleaning up on the lathe. Later when coupling bolt holes were being opened in the shaft, two samples of the material were obtained and are sent herewith for examination.

The "OLNA" thrust shaft was placed on the lathe, the collars were removed and shaft and coupling machined to the required diameter. This practically eliminated the existing coupling bolt holes and the grooves remaining in the perimeter of the couplings, approx 1 ins were built up by electric welding and new bolt holes opened in the former holes.

A piece of thrust shaft with one collar was placed on the lathe, examined and found free from pitting and in good condition and was suitably machined at the collar to form a second coupling and bolt holes opened.

After machining, these two shafts made up the exact length required of feet i.e. 12.14 ft. and 3.18 ft. respectively.

Two shaft sections were fitted in place of the former starboard intermediate shaft, the "OLNA" shaft at the inboard end and the smaller port shaft the stern tube, as shown in the accompanying sketch. The port and starboard screw shafts and the port aft intermediate shaft were refitted, coupled up and all shafting realigned. The inboard and starboard stern and 'A' bracket bushes were reinstalled and six coupling bolts made and fitted.

On completion, a sea trial of two hours duration was held manoeuvring at full speed ahead and astern with both engines in operation and also with the starboard engine alone and found in order.

In our opinion that the above defects could have been caused by wear and tear.

The vessel first drydocked for examination and repairs on the 24th June 1950 and undocked on the 1st June, 1950. The vessel again drydocked on the 14th June 1950 and undocked on completion of repairs on the 21st June, 1950.

The cost of above repairs including drydocking is submitted as Drs. £5,900 and this amount in our estimation may be considered as fair and reasonable.

W. Bone and D. Perissis

Surveyors to Lloyd's Register



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