

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

Writing Report 14<sup>th</sup> MAY 1956 When handed in at Local Office 15<sup>th</sup> MAY 1956 Port of LONDON  
 o. in Survey held at SHOREHAM Date, First Survey & Last Survey 8<sup>th</sup> MAY 1956  
 Book on the Wood, Iron or Steel M.V. "TEESWOOD" (No of Visits ONE)

70. Built at Burntisland. By whom Burntisland S.B. Co., LD. When 1953. YEAR. MONTH. 9.

ONNAGE:— ss. 1260 Owners Constantine Shipping Co., Ltd. Owners' Address -  
 (if not already recorded in Appendix to Register Book)

ER DK. 628. Managers - Port belonging to MIDDLESBROUGH

eyed Afloat or in Dry Dock? Afloat Name of Dock SHOREHAM HARBOUR Destined Voyage -

Bor DBa feet: uE&B feet: f feet } Particulars of Classification (which must be inserted  
 capacity tons. FPT tons: APT tons: MT feet tons. } precisely as in Register Book & Supplements).

only alterations in the existing records of tanks should be inserted.

V.B.—All alterations in the existing records should be underlined.

st Report, No. 113192 Port Nure

ical Surveys, when held, must be reported in detail and as far as possible in the terms of the Rules and items remaining to complete  
 Surveys should be summarised. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations  
 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  
 placement of Anchors or Chains is reported the particulars should be clearly stated in the space provided on the back of this form  
 also the dates and initials of any letters respecting this case

image 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. YES Society's Freeboard (if assigned) as  
 painted on Ship and now verified ft. ins.

MASTER NOT REQD. Was a damage report made by anyone else? if so, by whom? No

AIRS, OR EXAMINATION AS PER RULE FOR DAMAGE.

It was stated that at about 8.35 am. 6<sup>th</sup> May 1956 whilst entering  
 Shoreham Harbour, loaded, the vessel was felt to list easily to Port  
 on a reduction of headway. Engine speed was increased to  
 full when the vessel regained stowage way and returned  
 right.

NOW DONE: Soundings of tanks & bilges taken at regular intervals  
 since the incident show no leakage. Tank tops & bilges in hold  
 examined as far as possible & no damage found. Steering  
 gear tested. Chief Engineer stated no apparent damage to machinery.

S R LIST: Nothing done at this time.

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

ENT CONDITION OF THE	Bulkheads	Engine Room Skylights	Copper, or Y.M.
ing of Decks	Ceiling	Coal Bunkers, Openings, Covers, &c.	(State if on Felt.)
ings	Cement or Asphalt	Oil Bunkers	When fitted, Month Year
s & Fastenings	Rudder	Scuppers	Boats
le Plating	Steering gear and its connections	Cargo Hatchways	Masts, Yards, &c.
es. in way of sidelights	Windlass	Hatches	Condition, how ascertained
se Frames	Have pumps been examined and found	Planking	(State if wedges removed)
tudinals	efficient? <u>CONFIRMED</u>	Caulking	Equipment letter <u>ABOVE</u>
verses	Have Sluice Valves been examined and found	Treenails	Anchors, No. of
ons	efficient? <u>CONFIRMED</u>	Breasthooks & Stemson	Cables (State if now ranged)
ers	Have Watertight Doors been examined and	Transoms, Pointers & Crutches	" length mean diamr.
Bottom Plating	found efficient? <u>CONFIRMED</u>	Timbers of Frame at openings	(on board.)
he Tanks been examined internally?	Have Ventilators and their Coamings been	" " at other places	" Rule length size
he Tanks been tested?	examined and found efficient? <u>CONFIRMED</u>	Stringers, Clamps & Shelves	Chain Locker
	Air and Sounding Pipes	Salting	Hawsers & Warps
	Doubling Plates under Sounding Pipes	State if examined	Standing and Running Rigging
			Sails

## 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, so far as now seen, is in efficient condition and  
 suitable in my opinion to remain as now classed without fresh  
 record of survey, subject to bottom & rudder being specially examined at  
 drydocking & to all other conditions at present attached to the Class.

Fee (per Section 23) £ : : Fees applied for, 22 MAY 1956

Damage or Repair Fee (if any) £ 8 : 8 : 0

ing Expenses (if chargeable) £ : 27/-

Surveyor's Fee (if any) £ : :

Received by me, 19

THURSDAY 7 JUN 1956

Committee's Minute

acter Assigned

Deferred for drydocking

Noted for Header

Surveyor to Lloyd's Register of Shipping.

John C. Burt

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Lloyd's Register

Foundation

003391-003400-0063