

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report... 19... When handed in at Local Office... 19... Port of LIVERPOOL.
No. in Survey held at LIVERPOOL & BIRKENHEAD. Date, First Survey 29.8.51. Last Survey 8/10/ 19 51.
Reg. Book. 00362 on the Wood, Iron or Steel T.S.M.V. AGAMEMNON. (No. of Visits... 14...)

TONNAGE: Built at BELFAST. By whom WORKMAN CLARK (1928) LTD When 1929 MONTH...
GROSS 7829 Owners OCEAN. S.S. CO. LTD. Owners' Address...
UNDER DK 6501 Managers A. HOLT & Co. (It not already recorded in Appendix to Register Book).
NET 4806 Port belonging to LIVERPOOL

Surveyed Afloat or in Dry Dock? BOTH. Name of Dock BRACKLEBANK DRYDOCK.
Cell DBor DBa... feet; uE & B... feet; f... feet
total capacity... tons. FPT... tons; APT... tons; MT... 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. ... Port ...

(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. See letter Ref Classn (S) 22/8/51.)

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.

CHARACTER * for Special Survey. Date of last Survey and of Periodical Surveys.	Machinery and Boiler Surveys (Including date of N.B., if any).
<u>B.S.</u> (CLASS PENDING)	<u>OIL ENG.</u>
Society's Freeboard (if assigned) as painted on Ship and now verified } <u>Extended J.J.</u> ft. ... ins.	

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR CLASSIFICATION & SPECIAL SURVEYS & ANNUAL SURVEYS & ALTS
(Please see also London letter Ref. Classn (S) dated 22 Aug 1951)
and memo attached dated 27th February 1951).

Now Done.

Vessel placed in drydock, shell plating & inside cleaned & exam'd & recoated.
Examined holds, decks, tween decks, casings, machinery & tunnel spaces,
under engines, chain locker, anchors & cables, fore peak tank internally
fore peak spaces, after peak tank internally, after peak spaces,
all double bottom tanks internally, tunnel well, deep tanks,
all cofferdam spaces, plating under sidelights, hatchways, covers
supports, tarpaulins, cleats and battening arrangements. (Please see cont sheet 2)

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	<u>good</u>	Bulkheads	<u>good</u>	Engine Room Skylights	<u>good</u>	Copper, or Y.M.		
Caulking of Decks	<u>good</u>	Ceiling	<u>good</u>	Coal Bunkers, Openings, Covers, &c.	<u>good</u>	(State if on Pel.)		
Coamings	<u>good</u>	Cement or Asphalt	<u>good</u>	Oil Bunkers	<u>good</u>	When fitted, Month		Year
Beams & Fastenings	<u>good</u>	Rudder	<u>good</u>	Scuppers	<u>good</u>	Boats	<u>good</u>	
Outside Plating	<u>good</u>	Steering gear and its connections	<u>good</u>	Cargo Hatchways	<u>good</u>	Masts, &c.	<u>good</u>	
" " in way of sidelights	<u>good</u>	Windlass	<u>good</u>	Hatches	<u>good</u>	Condition, how ascertained	<u>By Exam</u>	
Frames	<u>good</u>	Have pumps been examined and found effi-	<u>yes</u>	Planking		(State if wedges removed)		
Reverse Frames	<u>good</u>	Have Sluice Valves been examined and found	<u>none</u>	Caulking		Equipment letter	<u>as approved</u>	
Longitudinals	<u>none</u>	efficient?		Treenails		Anchors, No. of	<u>30</u>	<u>15</u>
Transverses	<u>none</u>	Have Watertight Doors been examined and found	<u>yes</u>	Breasthooks & Stemson		Cables (State if now ranged)	<u>yes</u>	
Floors	<u>good</u>	efficient?		Transoms, Pointers & Brutches		" length <u>303</u> mean diamr <u>2 1/2</u>		
Keelsons	<u>good</u>	Have Ventilators and their Coamings been	<u>yes</u>	Timbers of Frame at openings		" Rule length <u>approved</u> size <u>2 1/2</u>		
Stringers	<u>good</u>	examined and found efficient?	<u>yes</u>	" " at other places		Chain Locker	<u>good</u>	
Inner Bottom Plating	<u>good</u>	Air and Sounding Pipes	<u>good</u>	Stringers, Clamps & Shelves		Hawsers & Warps	<u>good</u>	
Have the Tanks been examined internally?	<u>yes</u>	Doubling Plates under Sounding Pipes	<u>good</u>	Sailing		Standing and Running Rigging	<u>good</u>	
Have the Tanks been tested?	<u>yes</u>			State if examined		Sails	<u>none</u>	

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 as No. 1-38." This vessel so far as now seen is in an efficient condition & eligible in our opinion to be classed B.S with fresh record of survey (undocked 11-9-51) and to have notations of classed 10.51 and S.S. Liv 10.51 (DR). & A.S. 10.51.

Endorsement—indented shell plating P.S. to be permanently repaired at the Owner's convenience.

Survey Fee (per Section 23)	<u>71: 0: 0</u>	Fees applied for,	
Special Damage or Repair Fee (if any) (per Sec. 23)	<u>15: 15: 0</u>	Received by me,	
Travelling Expenses (if chargeable)	<u>15: 15: 0</u>	19	
Second Surveyor's Fee (if any)	<u>5: 5: 0</u>		
	<u>Ex. 2: 0: 2</u>		

Committee's Minute LIVERPOOL 11 DEC 1951

Character Assigned Deferred for Completion
Machinery Classification Survey

Surveyor's Lloyd's Register of Shipping.

FRI. 11 JAN 1952

✓ As in class BS 9.51 Lix (with indent)

~~844~~ 844 ~~Alonso~~ Blasco 10,51

AS 10,51

MAS (class pending)

DBL 5 10.51

N.B.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

White (copy live)

NOTE DAS 10.51
when class d

Hull CLASSIFICATION
CERTIFICATE WRITTEN

CHAIN CABLES

Number of Certificate.	Anchor.	WEIGHT, EX STOCK.		WEIGHT OF STOCK.		TWT PER CERTIFICATE.		WEIGHT REQUIRED BY BOLT.		Description of Anchor.	Material.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons	Cwts.			
	1st Bower											
	2nd											
	3rd											
	Collector Wagon											
	Stream.....											
	Kedge											

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

CHAIN CABLES.

Number of Certificate.	Length and size else supplied.		Test per Certificate.		WEIGHT OF CHAIR CABLE.		Length and size per rope.		Description.	Material of Cable.	Where and when tested and Superintendent.
	Length.	Diam.	Plasticity.	Breaking.	Supplied.	Per Rule.	Length.	Diam.			
	Fathom.	Inch.	Tons.	Tons.	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	

If Patent state name of Patentees.

If Stockless, state Mechanical Test.

ANCHORS.

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

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

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Foundation

M.V. "AGAMEMNON".

L.R.

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

ANCHORS.

ANCHORS.

Number of Certificate.	Anchors.*	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST PER CERTIFICATE.			WEIGHT REQUIRED BY RULE.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons	Cwts.	qrs.	lbs.	Cwts.	qrs.			
62157.	1st Bower	91	2	21	STOCKLESS.	64	0	0	0.					PATON'S PATENT.	S. TAYLOR & SONS (BRISTOL) LTD.	TIPPER. 22/4/29.
62158.	2nd "	90	2	21	DITTO.	63	12	2	0.					DITTO.	DITTO.	W. A. DAYSONE.
62159.	3rd "	90	1	10.	DITTO.	63	5	0	0.					DITTO.	DITTO.	TIPPER. 22/4/29.
3608.	Collective Weight	90	0	0.	DITTO.	63	8	0	0.					DITTO.	DITTO.	W. A. DAYSONE.
3609.	Stream.....	23	0	4.	5	3	7.	23	4	1	4.			(STEEL STOCK) TROPHANS.	DITTO.	DITTO.
	Kedge															

If Patent state name of Patent.

If Stockless state Mechanical Test.

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

CHAIN CABLES.

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.
	Length.	Diam.	Statutory.	Breaking.	Supplied.	Per Rule.	Length.	Diam.			
13960.	300	2 1/2.	112 1/2	157 1/2	98-0-3				SPYGLINE.	S. TAYLOR & SONS (BRISTOL) LTD.	CHESTER. 8/3/29.
NOTE:	1 1/2	2 1/2.	112 1/2	157 1/2	6-2-0.				SPYGLINE.	N. HINGLEY & SONS, LTD.	J. S. PARSONS.
12434	1 1/2	2 1/2.	112 1/2	157 1/2	6-2-0.				SPYGLINE.	N. HINGLEY & SONS, LTD.	NETHERTON. 29/7/29.
											W. V. NORMAN.

Length of Chain Cable of Steel Wire

Noted
6/4/51.



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— "AGAMEMNON" —

CLASSIFICATION & SPECIAL SURVEYS (CONT).

Air & sounding pipes, & doubling plates under, masts & rigging (no wedging), windlass, steering gear, ventilators, pumps, W.T. Doors, general equipment, freeboard & boats.

Coiling & insulation removed as required.

All double bottom tanks, deep tanks, fore peak tank and after peak tanks tested to rule requirements.

Shell plating drilled - for particulars of gaugings please see body of report.

Abridged First Entry Report attached herewith.

Tested W.T. Doors & main & auxiliary steering gears.

RENEWAL FREEBOARD SURVEY held at this time, freeboards verified lettering on ship's sides altered from B.C. to L.R. and Reports C11 (c) & C12 (a) completed & forwarded.

New full term load line certificates issued.

ANNUAL SURVEY All the requirements of the Annual Load line Survey have been completed at this time & in addition the W.T. Doors & main & auxiliary steering gears have been examined, tested under working conditions & found to be operating satisfactorily.

ALTERATIONS.

Three existing air reservoirs in engine room removed for fitting of a new generator.

A New fabricated seating for generator - of all welded construction - fitting fitted to Engine room DB Tank top (port side) & all connections welded.

A portion of the after bulkhead to the deep tank removed for access for the fitting of new seating & generator and afterwards replaced and made good.

On completion of above alterations the deep tank bulkhead was ~~tested~~ ^{tested} and proved tight.

WEAR & TEAR REPAIRS.

Shell plating - Plate F2 (PS fwd) fractured in 3 places at heels of stringer lug. Fractures used out & welded & an efficient ext shell doubling plate fitted.

Plate F3 (PS fwd) with one ^{slight} vert^l fracture at heel of frame.

Fracture used & welded & internal local grooving built up by welding to frame heel.

Plate F2 (SS fwd) fractured in one place at heel of stringer lug. Fracture used & welded & efficient local ext shell doubler fitted.

Overhauled a few odd rivets in forward keel plates.

Re-riveted 1 stringer shell lug PS & few frame rivets (app 22) ^{abreast} N^o 2 hold.

(Please see cont sheet 3)

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— AGAMEMNON —

WEAR & TEAR REPAIRS (CONT)

Fore peak tank - Renewed approx 600 internal rivets through lower side stringer brackets & floor to frame connections. Riveted lower stringer aft end connections to bhd. Valve control rod deck gland repacked.

Engine Room (port) Renewed internal rivets thru lower deck stringer shell lugs. Riveted 2 beam knees. Part riveted 3 reverse bars to side frames.

N° 5 DB Tank (port) - overhauled a few rivets in 2 margin plate overlaps.

N° 5 DB Tank (starb) Renewed a number of started rivets in margin plate lugs. Injection box casing plate - Slight lamination of plate cut away over a small area $\times \frac{1}{16}$ thick & casing plate afterwards built up by electrically welding.

Pittings on internal surfaces of bottom shell plating in way of Engine room cofferdams, cofferdams 67 - 7/8 and in DB Tanks N° 1. 2. 3. 4 & 7 built up by electrically welding.

Slight leaks from few scattered rivets & plate edges of tank tops to N° 1. 2. 3 & 4 DBTs., Lub oil tanks & after deep tank top - Caulked.

Air pipe to N° 5 DBT (P) renewed.

Sa pipe to N° 2 DBT (P) repaired.

Renewed sa pipe striking plt in huling tank (P).

Spar ceiling and pipe casings repaired with part new material.

Releathered 2 storm valves. Renubbed several portlights.

Repaired with part new material 29 slab hatches.

Renewed 15 wood hatch covers.

Outstanding items for assignment of class as per memo dated 27th February 1951 dealt with at this time as follows:-

Indented shell plating, indented B Strake (frame 54/55) port, and N° 5 plate in strake below sheer strake port side forward not dealt with - specially examined & found efficient and permanent repairs recommended to be effected at the Owner's convenience (Endorsement B).

Pitting in Engine room cofferdam & laminated side plate to injection box in way of N° 5 DB Tank starb have been permanently repaired at this time (these items may now be deleted as ~~an~~ outstanding items for assignment of class)

Shell plating drilled at this time (please see body of report).

Particulars of anchors & cables on board have been obtained from certificates produced by the Owner's Rep - please see first entry for details.

EQUIPMENT. One 1 1/2 fm length cable supplied & fitted at this time. Marks verified with the certificate & the latter endorsed. For particulars see first entry report.

Thos J Roberts

— AGAMEMNON —

Shell plating drilled tested as follows: —

End Drillings taken just abaft of the fore peak bhd & forward of the after peak bhd.

Original thicknesses obtained from midship section plan.

Thicknesses are given in twentieths of an inch.

STRAKE	AFT.			A MIDSHIPS			FORWARD.		
	ORIG	P	S	ORIG	P	S	ORIG	P	S
KEEL	20			20	19		20	CEMENT	
A	9½			14½	13½	13	13	12	12
B	9½			14½	13½	14	13	12	12½
C	9½			14½	14	14	13	13	13
D	9	12½	12½	14½	13½	14	9	9	9
BLG E	9	9	9½	14½	14	14	9	DROP STRAKE	
F	8½	10	9½	13	13	13	9	9½	9
G	8½	9	9	13	13	13	9	9	9
H	8½	9½	9	13	13	11	9	9½	9½
J	8½	9	10	13	13	13	9	10½	10½
K	8½	9	9	13	12½	13	9	9½	10
MAIN SHEER L	9	12½	12½	13	13	13	9	10½	10½
M	7½	8½	8½	13	13	13	9	9	9
N.	7½	7½	8½	13	13	13	9	9	9

Thos. J. Roberts:



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0254 5/6

M.V. 'AGAMEMNON'

Machinery particulars for classification in
accordance with London letter of 28-2-51.

Starbed M.E., B.W. 8 cyl. 740 mm bore, 1500 mm stroke.
4 S.C.S.A., 110 R.P.M. M.E.P. 122 lb/D. Span of bearings 1,000 mm.
(bearing between each crank). Built crankshaft, 525 mm dia
pins & journals. Webs 290 mm x 900 mm, thickness round
eyebolts journals 250 mm pins 240 mm. Balance weights
fitted on Nos 1, 4, 5, & 8 cranks.
Thrust shaft 425 mm dia, collar 140 mm thick.
Intermediate shafts 395 mm dia. couplings 112 mm thick 9 bolts/coupling.

Oil fired donkey boiler stamped:-

COCHRAN No. 10997 1929.
dia 7'-0" Htg surface 500 sq ft

3-Diesel generators (B.W. 4 cyl.) crankshaft pins & journals 204 mm.
with attached compressors 2 stage H.P. 322-282 mm L.P. 322 mm.
x 260 mm stroke.

1 'Allen' 4 S.C.S.A. diesel generator (new) 325 mm bore x 370 mm stroke
Serial No. K2/77241/1

Bedplate stamped:- M.O.T. L.D. 30/3/50. K2/66041/E

Auxiliary air compressor - 2 stage 34 mm and 106 mm x 100 mm stroke

Main air receivers (2). Made by Workman Clarke 1929.
internal dia 5'-0" shell thickness 7/8" length 22 ft.
W.P. 355 lb/D. Cubic capacity of each 398 cu ft.
Two emergency, and one L.P. (130 lb) air receivers.

MC.



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