

Rpt. 8.

BC

Received at London Office 30 AUG 1954

No. 12114

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 10/8/1954

When handed in at Local Office 10/8/1954

Port of Hong Kong

No. in Survey held at Hong Kong

Date, First Survey 28/6/54

Last Survey 16/7/1954

Reg. Book. 00369 on the Wood, Iron or Steel T.W. Sc M.V. "AGAMEMNON"

(No. of Visits 1)

30372

TONNAGE :-
GROSS 7829
UNDER DK. 6501
NET 4806

Built at Belfast

By whom Workman Clark (1928) Ltd.

When 1929

Owners Ocean S.S. Co., Ltd.

Owners' Address

(If not already recorded in Appendix to Register Book).

Managers A. Holt & Co.

Port belonging to Liverpool

Surveyed Afloat or in Dry Dock? Dry Dock Name of Dock Taikoo Dock.

Destined Voyage

Cell DBor DBa feet; uE & B feet; f fee
total capacity tons. FPT tons; APT tons; MT feet tons.

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

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. 10221 Port Bal

(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

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

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR Docking Survey and Alteration.

NOW DONE :-

OIL ENGINES

Vessel in dry dock, keel, shell plating, stern post and rudder cleaned, found or placed in good order and recoated.

R.M.C.(ED.)

Examined decks, hatchways, companion ways, casings, skylights, ventilator coamings, air pipes, windlass and steering gear and found in good order.

Vessel undocked 14th July, 1954.

Repairs :- Doubling plate fitted to No.1 & 2 (from aft) keel plate butt.

S.R.L. Repairs :- Rivets in laps of shell plating in way of No.1 D.B. tank & fore peak tank, now renewed (A, B, C, D strakes).

(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	Good	Bulkheads	Good	Engine Room Skylights	Good	Copper, or Y.M.	
Caulking of Decks	"	Ceiling	"	Coal Bunkers, Openings, Covers, &c.	"	(State if on Felt)	
Coamings	"	Cement or Asphalt	"	Oil Bunkers	"	When fitted, Month	Year
Beams & Fastenings	"	Rudder	Good	Scuppers	Good	Boats	Good
Outside Plating	Good	Steering gear and its connections	"	Cargo Hatchways	"	Masts, Yards, &c.	"
" " in way of sidelights	"	Windlass	"	Hatches	"	Condition, how ascertained from deck	
Frames	"	Have pumps been examined and found efficient?	No	Planking	"	(State if wedges removed.)	
Reverse Frames	"	Have Sluice Valves been examined and found efficient?	No	Caulking	"	Equipment letter	c 40
Longitudinals	"	Have Watertight Doors been examined and found efficient?	No	Treenails	"	Anchors, No. of	
Transverses	"	Have Ventilators and their Coamings been examined and found efficient?	Yes	Breasthooks & Stemson	"	Cables (State if now ranged)	No
Floors	"	Air and Sounding Pipes	"	Transoms, Pointers & Crutches	"	" length (on board.)	mean diamr.
Keelsons	"	Doubling Plates under Sounding Pipes	"	Timbers of Frame at openings	"	" Rule length	size
Stringers	"			" " at other places	"	Chain Locker	"
Inner Bottom Plating	"			Stringers, Clamps & Shelves	"	Hawsers & Warps	Stated correct.
Have the Tanks been examined internally?	"			Sailing	"	Standing and Running Rigging	Good
Have the Tanks been tested?	"					Sails	"

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, so far as now seen, is in a good condition, and in my opinion, eligible to remain as now classed with a fresh record of Docking Survey H.Kg.7,54 and subject to all outstanding conditions of class being dealt with as previously recommended.

Survey Fee (per Section 29)	Docking	\$: 300.00	Fees applied for,	
	Alteration	\$: 360.00		23/7/1954
Special Damage or Repair Fee (if any)		\$:	Received by me,	
(per Sec. 29)		\$:		19
Travelling Expenses (if chargeable)		\$: 14.00		
Postage Lon.		\$: 3.50		
Second Surveyor's Fee (if any)		\$:		

Committee's Minute

TUESDAY - 5 OCT 1954

Character Assigned

754 H Kg subject (with endorsement)

Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

003467-003473-0283

Alterations :- Passenger accomodation in centre castle, now stripped out and No.4 hatch screen trunk way, through that deck removed and space now to be used for cargo purposes.

At this time wing tanks were fitted into No.3 tween deck space, port and starbd between existing bulkheads No.85 and 99 as per the approved drawing. (London 5-1-54).

Upon completion, the tanks were tested and found sound.

At this time a refrigerated cargo chamber was constructed in No.5 upper tween deck, between existing bulkhead No.52 and a new bulkhead fitted in way of frame No.47 as per the approved drawing. (London 20-5-54.)

Upon the completion of the steel work, the tightness of the space was tested by ammonia gas pressure and sulphur tappers and found tight.

Interim Certificate issued - copy attached.

David F. Brooks Smith.

ANCHORS.

ANCHORS.																	
Number of Certificate.	Anchor.*	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.	lbs.			
	1st Bower																
	2nd "																
	3rd "																
	Collective Weight																
	Stream.....																
	Kedge																

1/1 Falsed state name of Falsed.

1/1 Stockless, state Mechanical Test.

bottom is 1st, 2nd, or 3rd bower.

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

CHAIN CABLES.

[illegible]

N. B.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so marked.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.