

# REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

(Received at London Office

30 AUG 1954)

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. 50372 on the Machinery of the ~~XXXXXX~~ Steel M.V. "AGAMEMNON" (No. of Visits 6)

Tonnage { Gross 7829 Vessel built at Belfast By whom Workman Clark (1928) Ltd. When 1929  
 Net 4806 Engines made at Copenhagen By whom Akt. Burmeister & Wain When 1929  
 Nominal MN1720 Boilers, when made (Main) (Donkey) 1929  
 Horse Power of Main Boilers Owners Ocean S.S. Co., Ltd. Owners' Address  
 of Donkey Boilers 1 Managers A Holt & Co. (if not already recorded in Appendix to Register Book.)  
 Steam Pressure in Main Boilers Port Liverpool Voyage  
 in Donkey Boilers 100 lb. If Surveyed Afloat or in Dry Dock Both Taikoo Dock  
 (State name of Dock.)

ist Report No. Port

## Particulars of Examination and Repairs (if any) Docking & Continuous Survey

Medical Surveys, when held, must be reported in detail and serially in the terms of the Rules. 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 briefly summarised at the end of the report. State also the dates and initials of any letters respecting this case.

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 why they were declined

Is a damage report made by anyone else? If so, by whom?

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time?

" " Donkey " " " "

Not, state for what reasons

What parts of the Boilers could not be thus thoroughly examined?

At special means, in the absence of internal examination, were adopted by the Surveyor to assure himself of the thorough efficiency of those parts of each Boiler?

Is the latest date of internal examination of each boiler

Did the Surveyor examine the Safety Valves of the Main Boilers?

To what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of the Donkey Boilers?

To what pressure were they afterwards adjusted under steam?

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers?

and of the Donkey Boilers?

Did the Surveyor examine the drain plugs of the Main Boilers?

and of the Donkey Boilers?

Did the Surveyor examine all the mountings of the Main Boilers?

and of the Donkey Boilers?

Has the screw shaft now been drawn and examined? No

Has it a continuous liner?

Is an approved oil retaining appliance fitted at the after end? No

Has the shaft now been changed? If so, state reasons

Has the shaft now fitted been previously used?

Has it a continuous liner?

Is an approved oil retaining appliance fitted at the after end?

State date of examination of Screw Shaft

State the wear down in the

Is electric light and/or power fitted? If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses?

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms?

Engine parts, when referred to by numbers, should be counted from forward.

Is the Survey not complete, state what arrangements have been made for its completion and what remains to be done C.S. Case.

W DONE :-

Vessel in dry dock, propellers, after end of stern bushes, outside fastenings of all sea valves and cocks, all sea valves and cocks opened out and examined.

C.S. :- The following machinery items have been opened out and examined and found or place in good order :-

Main engine No.7 port and No.8 starbd, cylinder covers, cylinders, pistons, piston rods, crossheads and their bearings.

Port ford diesel generator engine.

Port main salt water circulating pump.

Starbd main salt water circulating pump.

Auxiliary salt water circulating pump.

Aft general service pump.

Ford steering gear pump and its air motor.

Aft steering gear pump (electric).

## General Observations, Opinion, and Recommendation:—

( P. T. O. )

(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, BS 9,11, B&MS 9,11 \*LMC 9,11 or \*LMC 140 lb., FD, &c.)

The machinery of this vessel, so far as now seen, is in good order, and in my opinion, is capable to remain as classed with a fresh record of MBS CS with date, when the survey has been completed, subject to all outstanding conditions of class being dealt with as previously recommended.

Fee (per Section 29) C.S. \$ : 360.00

Fees applied for 23/7/1954

Damage or Repair Fee (if any) (per Section 29.) £ : :

Received by me,

ing expenses (if chargeable) \$ : 21.00

1/2 S.A. Fee \$ 75.00

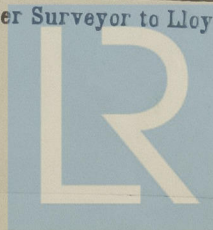
TUESDAY 5 OCT 1954

Committee's Minute

igned See Mel 13190

David P. Brooke-Smith

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation



Contd. . . . .

S.R.L. :- Nothing done at this time. The water side of No.8 S. cylinder liner not exposed for examination. (Stated to be in order.)

Interim Certificate issued - copy attached.

*David, F Brooke-Smith*

