

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report: 13th Nov 1933 When handed in at Local Office: 13th Nov 1933 Port of: PIRAEUS

No. in Reg. Book: 20401 Survey held at: Piraeus Date, First Survey: 31st Oct 33 Last Survey: 3rd Nov 1933 (No. of Visits: 3 (three).)

on the ~~Wood, Iron or Steel~~ **Sc. ARGEMNON.**

TONNAGE: Built at **Bridgeburg** By whom **Canadian Allis Chalmers** YEAR: 1919 MONTH: 9
GROSS: **2190** Owners: **Michalinos Maritime & Comm. Co. Ltd.**
UNDER DK: **1846** Managers: **[Signature]**
NET: **1245** Port belonging to: **Piraeus**

Surveyed Afloat or in Dry Dock? **Both** Name of Dock: **N^o 1 Dry Dock & Harbour, Pir.** Destined Voyage: **[Signature]**

WB=Cell/Dor/Dba feet; uE&B feet; f feet
total capacity tons. FPT tons; APT tons; MT feet tons.

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

N.B. All alterations in the existing records should be underlined.

If the Vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides of the tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, girders, and of the inner bottom plating, especially in the boiler space.

Last Report, No. **13002** Port **Gen.**

CHARACTER.	Years Assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
+100A1		+LMC 7.32
7.32		CL. 7.32
SS. PR. N ^o 3 - 7.32		

(Periodical Surveys, when held, must be reported in detail and seriatim 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 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 **See.**

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

Damage reports received **(3)**. Was a damage report made by anyone else? If so, by whom? **No.**
REPAIRS, OR EXAMINATION AS PER RULE, FOR **Damage, stated to be due to Grounding outside Korospe Harbour on the 29th July 1933, whilst on a voyage from Ancona to Rome.**

Now Done: - Vessel placed in dry dock. Bottom & rudder cleaned, examined and recoated.

Port Side:
(Numbered from forward) Shell plates C3, A1 & 2, & B2 found to be indented slightly. The double bottom and peak tankers in way being full of fresh water, it was requested by the owner that repairs be deferred until a more convenient opportunity. The efficiency of the vessel is not affected.

SUMMARY OF DAMAGE REPAIRS :-	Shell Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items :-
Renewed								Repairs to Starboard keel, & P.V. side bunkers as above.
Removed and Fair'd or Repaired								
Fair'd or Repaired in place								

PRESENT CONDITION OF THE	State if Tanks have been examined inside	Dblg. Plates under Sounding Pipes	Copper, or Y.M. of Wood Vessels (State if on Felt). When put on, Month Year
Decks Good	No	Good	Good
Caulking of Decks	No	Engine Room Skylights	When put on, Month Year
Stowings	per rpt. Good	Coal Bunkers, Open'gs, Lids, &c.	Boats Good
Rivets & Fastenings	Good	Scuppers	Masts, Yards, &c. per rpt. Good
Outside Plating	Good	Cargo Hatchways	Condition, how ascertained per rpt. Good
Keelhooks	Good	Hatches	(State if wedges removed)
Transoms	Good	Planking of Wood Vessels	Sails Good
Frames	Good	Caulking	Equipment letter Y
Vertical Frames	Good	Treenails	Anchors, No. of 3 B, 1 P
Longitudinals	Good	Breasthooks & Stemson	Cables (State if now ranged) No
Transverses	Good	Timbers of Frame at openings	" length Stated size
Decks	Good	Ditto ditto at other places	" Rule length Complete
Stowings	Good	Stringers, Clamps & Shelves	Hawser & Warps Good
Rivets & Fastenings	Good	Salting (State if examined)	Standing and Running Rigging
Outside Plating	per rpt. Good		

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 now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,24," or "to remain as classed and to have record of survey, 1,24, and the notations of ss No. 1-24 and ptND24, &c."

This vessel, so far as now seen, is in good and efficient condition and eligible in my opinion to remain as classed with fresh record of 11,33 subject to indented plating port side forward being dealt with at owner's convenience, and without other special

Survey Fee (per Section 29)	Damage or Repair Fee (if any) (per Sec. 29)	Working Expenses (if chargeable)	Surveyor's Fee (if any)	Fees applied for, 13/11 1933	Received by me, 19
£ 5	£ 3	£ 3	£ 11	Condition	19

Committee's Minute **FRI. 1 DEC 1933** Surveyor to Lloyd's Register of Shipping: **Wm. Rennie**

Character Assigned **100A** Subject **per rpt. B. 11.33** **FRI. 19 JAN 1934** Lloyd's Register Foundation **W 553-0004/2**

"P. S. AGAMEMNON"

Damage stated to be due to Collision with the "P. S. Eugena Cambanis" at Ravenna on the 28th June 1933 whilst the latter vessel was leaving that port and the Agamemnon moored with the Starboard side to the Quay. (See Genoa Rpt.)

The Starboard bilge keel was found extensively buckled, and the shell angle fractured for approx. 20'-0".

Three lengths of bilge keel removed, fayed and replaced and the shell angle fayed in place as necessary.

The bilge keel and the standing flange of the shell box bent off where fractured, and it is not considered that any further repairs are necessary as a condition of class.

Damage stated to be due to fire in the Port and Starboard lower side bunkers at sea and in port on various dates from the 20th June 1933, until the 20th September 1933.

Now Done.

Port and Starboard lower bunker (in way of Boiler space) examined. The Steelwork throughout the bilges and for about eight feet upwards scaled and re-coated.

The Solid ceiling, frame filling chocks and bilge limber boards, removed and afterwards replaced with part new material.

Bunker coal removed from after end to fore end for access to repairs.

Repairs (Wear & Tear).

Rudder lifted and replaced. All bushes renewed. A number of air pipes renewed & minor repairs effected.

Weather decks & casings, ventilators & coamings, deck openings, hatches & equipment generally examined

WR.



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