

REPORT of SURVEY for REPAIRS, &c.

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

Port of: PIRAEUS

No. in
Reg. Book

Survey held at Piraeus

Date, First Survey: 31st Oct 33Last Survey: 3rd Nov 193320401 on the ~~Head, Iron or Steel~~ Sc. ARGAMEMNON.

TONNAGE:-

Built at Bridgeburg

By whom Canadian Allis Chalmers

YEAR MONTH

GROSS 2190

Owners

Michalinos Maritime & Comm. Co. Ltd.

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

UNDER DK. 1846

Managers

NET 1245

Surveyed Afloat or in Dry Dock? Both

Name of Dock

N^o 1 Dry Dock

Port belonging to Piraeus

WB=Cell DBorDBa

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.

(Periodical 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 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.

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 Koroia 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 tank 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:-

Renewed

Removed and Fair or Repaired

Fair or Repaired in place

Shell Plates

Frames

R. Frames

Floors

Beams

Str. Plates

Dk. Plates

Other Items:-

Repairs to Starboard keel, & P.S. side bunkers as above.

PRESENT CONDITION OF THE

Decks	Good	State if Tanks have been examined inside	No	Dblg. Plates under Sounding Pipes	Good	Copper, or Y.M. of Wood Vessels	Good
Caulking of Decks	"	State if Tanks now tested	No	Engine Room Skylights	Good	(State if on Felt)	Good
Hamings	"	Bulkheads	per rpt. Good	Coal Bunkers, Open'gs, Lids, etc.	Good	When put on, Month	Year
Rams & Fastenings	"	Ceiling	per rpt. Good	Scuppers	Good	Boats	Good
Outside Plating	"	Cement or Asphalt	Good	Cargo Hatchways	"	Masts, Yards, &c.	Good
Easthooks	✓	Eudder	Good	Hatches	"	Condition, how ascertained	from Dk.
Transoms	✓	Steering gear and its connections	"	Planking	of Wood Vessels	(State if wedges removed)	✓
Ames	✓	Windlass	"	Caulking	ditto	Sails	✓
Reverse Frames	✓	Have Pumps now been examined and found efficient?	✓	Treenails	ditto	Equipment letter	"Y"
Longitudinals	✓	Have Sluice Valves now been examined and found efficient?	✓	Breasthooks & Stemson	ditto	Anchors, No. of	3 B, 1 P
Transverses	✓	Have Watertight Doors now been examined and found efficient?	✓	Transoms, Pointers, & Crutches	ditto	Cables (State if now ranged)	No
Elsons	✓	Have Ventilators and their Coamings been examined and found efficient?	✓	Timbers of Frame at openings	ditto	" length	Stated
Stringers	✓	and found efficient?	✓	Ditto ditto at other places	ditto	" Rule length	Complete
Inner Bottom Plating	per rpt. Good			Stringers, Clamps & Shelves	ditto	Hawser & Warps	Good
				Salting	ditto	Standing and Running Rigging	✓

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 ptd 24, &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

Fees applied for, 13/11 1933

Received by me, 19

FRI. 1 DEC 1933

FRI. 19 JAN 1934

W 553-0004 1/2

Lloyd's Register Foundation

"P.P. AGAMEMNON"

Damage stated to be due to Collision with the "P.S. Eugenia 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, faired and replaced and the Shell angle faired in place as necessary.

The bilge keel and the standing flange of the Shell have 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 timber 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.



© 2021

Lloyd's Register
Foundation

W553-00042