

COPY.

Lloyd's Register of Shipping.



Port of PIRAEUS.

13th November, 1933.

This is to Certify that

WILLIAM RENNIE

the undersigned Surveyor to this Society did at the request of Messrs. J. A. Saunders, Lloyd's Agent, Piraeus, and with the consent of the Owner, survey the Steel Screw Steamer "AGAMEMNON" 2190 tons gross register of Piraeus, Greece, in order to ascertain the nature and extent of damage alleged to have been sustained through collision with the s.s. "EUGENA CAMBANIS" at Ravenna on the 28th day of June 1933, whilst the latter vessel was leaving that port and the "AGAMEMNON" moored with the starboard side to the quay.

The stem of the "EUGENA CAMBANIS" struck the port bow of the "AGAMEMNON" forcing her against the quay wall and, it was stated, causing the starboard bilge keel to foul the underwater step of the quay wall face.

For further particulars see vessel's log books, protest and Interim Certificate dated 6th July 1933, issued by Gustavo Badia, non-exclusive Surveyor at Ancona to Lloyd's Register of Shipping.

The minor damage to the port bow was permanently repaired afloat at Ravenna and examined by the above Surveyor who recommended that the vessel be specially examined at the next dry docking.

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P.T.O.

Certificate is issued upon the terms of the Rules and Regulations of the Society, which provide that:—
While the Committee use their best endeavours to ensure that the functions of the Society are properly executed, it is understood that neither the Committee nor the Society are under any circumstances whatever to be held responsible for any error in any report or certificate issued by the Society or its Surveyors, or in any entry in the Register Book or other publication of the Society, or for any error of judgment, default, or negligence of the Surveyors, or other Officers or Agents of the Society.

S.S. "AGAMENON".

On the 31st October 1923, the undersigned visited this vessel whilst lying in No.1 dry dock, Sirens, and found damage and recommended repairs as follows:

FOUND:RECOMMENDED:

The starboard bilge keel extensively buckled and the shell angle fractured for approx. 20'0". (Shell angle 4" x 3". Bilge keel plate 9" with 2" strap riveted at outer edge).	: Three lengths of bilge keel to : to be removed, faired and : replaced together with outer : strap and shell angle to be : faired in place as necessary. : The bilge keel and the standing : flange of the shell angle to : be burnt off for approx. 20'0" : and side plates were fractured.
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The foregoing recommended repairs have been completed to my satisfaction for the agreed sum of Fifteen pounds sterling (£15) which is in my opinion a fair and reasonable figure.

To complete the repair the No. 1 double bottom tank requires to be opened up for access, approx. 20'0" of shell angle (4" x 3") and bilge keel plate in way to be renewed at a convenient time in dry dock and the double bottom tank to be tested on completion of repairs.

This tank was full of fresh water and to avoid emptying same and detaining the vessel in dry dock, it was arranged with the Owners to defer completion of the repairs until a more convenient opportunity.

W.R. P.T.O.



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S.S. " AGAMEMNON ".

It is estimated that this repair would cost an additional thirty five pounds sterling (£35), if executed at current prices prevailing at the Piræus, and it is considered that a settlement should be made with the owner on this basis.

Dry dock charges are not included and, in my opinion, do not appear to be recoverable.

Survey fees & expenses.

£ 3.7.0.

(Three pounds seven shillings sterling).

Wm. Rennie

Surveyor to Lloyd's Register.



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