

Rpt. 8.

(Received at London Office 3 - AUG 1954)

No. 7534

## REPORT OF SURVEY FOR REPAIRS, &amp;c.

Date of writing Report 31st July 1954 When handed in at Local Office 31st July 1954 Port of OSLO

No. in Survey held at Kristiansund Date, First Survey 29th July Last Survey 29th July 1954

Reg. Book 50384 on the Wood, Iron or Steel single screw steamer "AGERØEN" No. of Vists one

Built at Vancouver B.C. By whom West Coast Shipbuilders Ltd. When 1944 MONTH 2

## TONNAGE

GROSS 7239

UNDER DECK 6748

NET 4888

Owners A/S Lagona

Managers H. &amp; Hansen - Tønsberg

Owners' Address

Port belonging to Kristiansund

Surveyed Afloat or in Dry Dock? afloat Name of Dock ✓ Destined Voyage Spezia

Cell DBor DBa feet: uE&amp;B feet: f feet: Particulars of Classification (which must be inserted precisely as in Register Book &amp; Supplements).

total capacity tons. FPT tons: APT tons: MT feet tons. CHARACTER. Date of last Survey and of Periodical Surveys. Machinery and Boiler Surveys (Including date of N.B., if any).

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. 3976 Port Bgen.

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. Cates 28th and 29th July 1954

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. ✓

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

## REPAIRS, OR EXAMINATION AS PER RULE FOR

General Examination

This vessel has been sold to Italian purchasers, the vessel to be transferred at Kristiansund and proceed to an Italian port, probably Spezia, for Special Survey and conversion to a decay ship. Referring to the cables passed on the 28th and 29th instant, after consultations between the old and the new owners, the former desired a General Examination to be held. According to an interim certificate dated 25th May 1954 the vessel was examined in drydock that month at Stavanger. The vessel was now generally examined afloat.

Examined weather deck, and tween decks partly; machinery & boiler space, under engines and boilers, peak space, fore peak tank internally; casing, ventilator casing, air pipes, hatchways and closing appliances, H.T. doors, steering gear, winches and general equipment. A selected number of centre and side cargo tanks generally examined over.

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

Fitted or Repaired in place

## PRESENT CONDITION OF THE

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

## General Observations, Opinion as to Class, Recommendation, &amp;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."

It is recommended that this vessel be maintained in her present class, subject to the Special Survey, and all repairs as previously recommended, being carried out on arrival in Italy on present voyage from Kristiansund.

Survey Fee (per Section 23)

£ 200.-

Fees applied for,

31/7/1954

Special Damage or Repair Fee (if any) (per Sec. 23)

£ 190.-

Received by me,

19

Travelling Expenses (if chargeable)

Second Survey Fee (if any)

Surveyor to Lloyd's Register of Shipping.

Comptroller's Report

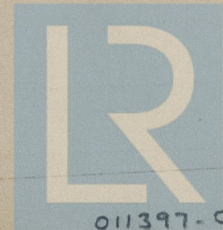
TUESDAY 24 AUG 1954

S. S. Italian Port

at Italian Assigned

Deferred for S.S. Port

NORWEGIAN



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Lloyd's Register

011397-011407-0197

Is Certificate required? If so, to be sent to



All parts seen found in satisfactory condition, and in my opinion the owner's request to postpone the Special Survey for the duration of the voyage from Kristiansund to Italy merits approval.

The vessel's new name is "MAR CORRUSCO" and the new owner is: FRANCO MARESCA, GENOVA.

The Load Line Certificate was amended, the vessel's new name and port of registry being inserted. Freeboard marking verified.

Interim certificate issued - copy attached.

N. B.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

When Anchors or Cables are supplied, the particulars are to be reported in the following form:—

## ANCHORS.

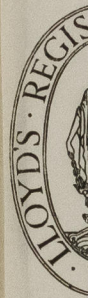
Number of Certificate.	Anchors.*	WEIGHT OF STOCK.			WEIGHT OF STOCK.			TEST PER CERTIFICATE.				WEIGHT REQUIRED BY RULE.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.			
	1st Bower																
	2nd "																
	3rd "																
	Collectee Weight																
	Stream																
	Kedge																

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

## CHAIN CABLES.

[illegible]

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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