

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

(Received at London Office)

3-AUG-1954

Date of writing Report 31st July 1954 When handed in at Local Office 31st July 1954 Port of OSLO  
 No in Reg. Book. Survey held at Kristiansand Date First Survey 29th July Last Survey 29th July 1954  
 00380 on the Machinery of the Wood, Iron or Steel single screw steamer "AGERÖEN"

Tonnage { Gross 7239 Vessel built at Vancouver B.C. By whom West Coast Shipbuilders Ltd. Year. Month. 1944 - 2  
 Net 4883 Engines made at Montreal By whom Canadian Albi Chalmers When 1944 - 2  
 MN As Per Rule 628 Boilers, when made (Main) 1944 (Donkey)  
 No. of Main Boilers 2 WT Owners MS Segona Owners' Address  
 HS " " 9704 Managers H. & Hansen - Tangen Port Kristiansand Voyage Italy (Genoa)  
 No. of Donkey Boilers 1 If Surveyed Afloat or in Dry Dock afloat  
 Steam Pressure—  
 in Main Boilers 250 lbs  
 in Donkey Boilers 1

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

## HULL

## MACHINERY

100 AT

with forward

6.53-5.54

S.S. Reg. - 5.50

145 5.50

BS 6.53

CL N.6.53

W TB

Carrying Homogeneous

Cargo in bulk

R.P. above 150°F.

Fitted for oil fuel 2.44

F.P. above 150°F.

Last Report No. Port  
 Particulars of Examination and Repairs (if any) See Exam.

(Periodical surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the cause of Repairs. 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. Cables 22 to 29 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 why they were declined.

Was 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 " " " ✓

If not, state for what reasons.

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

What 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?

State latest date of internal examination of each boiler.

Present condition of funnel(s).

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? ✓

Has it a continuous liner? ✓

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

Has 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

stern bush. Is electric light and/or power fitted? Yes

If so, did the Surveyor examine the generators, motors, switchgear cables and fuses? Yes

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

Engine parts, when referred to by numbers, should be counted from forward. Auxiliary machinery should be referred to by position in Machinery Space.

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done. It was stated that the LMC survey and Boiler Survey would be held on the vessel's arrival in Italy on present voyage from Kristiansand. (See Rpt. 8)

how done: Machinery, main and auxiliary, generally examined under working conditions. Log book examined, entries for preceding voyages found satisfactory. Electrical equipment generally examined, and circuits megger tested. Bilge pumping arrangements generally examined and found satisfactory.

Interim certificate issued - copy attached.

Vessel's new name "MAR CORRUSCO", owner: FRANCO MARESCA, GENOVA.

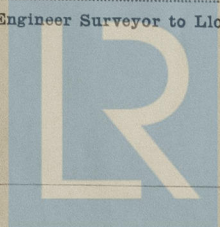
## General Observations, Opinion, and Recommendation:—

(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, etc.)

It is recommended that this vessel's machinery remain as classed subject to the Special Survey of machinery and boilers being held on vessel's arrival in Italy on present voyage from Kristiansand.

Survey Fee (per Section 23) £ 200.- Fees applied for, 31/7/1954  
 Special Damage or Repair Fee (if any) £ : : Received by me, 19  
 (per Section 23.)  
 Travelling expenses (if chargeable) £ : :  
 Committee's Minute TUESDAY 24 AUG 1954  
 Assigned Deferred

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register  
Foundation

011397-011407-0201