

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: 50380 Survey held at: Kristiansand Date: 29th July 1954 First Survey: 29th July 1954 Last Survey: 29th July 1954
 (No. of Visits) one

on the Machinery of the Wood, Iron or Steel single screw steamer "AGERÖFN"
 Tonnage: Gross 7239 Net 4883 Vessel built at Vancouver B.C. By whom West Coast Shipbuilders Ltd. Year: 1944 Month: 2
 MN As Per Rule 628 Engines made at Montreal By whom Canadian Allic Chalmers When 1944 - 2
 No. of Main Boilers 2 W.T. Boilers, when made (Main) 1944 (Donkey)
 HS " " 97.4 Owners: M/S Segona Owners' Address: Kristiansand Voyage: Italy (Spezia)
 No. of Donkey Boilers: 1 Managers: H. K. Hansen - Tangen Port: Kristiansand
 Steam Pressure—
 in Main Boilers 250 lbs If Surveyed Afloat or in Dry Dock: afloat (State name of Dock.)
 in Donkey Boilers 1

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

HULL	MACHINERY
100 A1 with forward 6.53 J54 S.S. Reg. - 5.50 Carrying Homogeneous Cargo in bulk R.P. above 150°F.	LMC 5.50 BS 6.53 CL N.6.53 WTB Fitted for oil fuel 2.44 F.P. above 150°F.

Last Report No. _____ Port _____
 Particulars of Examination and Repairs (if any) See beam
 (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 28 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.-
 Special Damage or Repair Fee (if any) (per Section 23.) _____
 Travelling expenses (if chargeable) _____

Fees applied for, 31/7/1954
 Received by me, _____

TUESDAY 24 AUG 1954

Committee's Minute _____
Assigned _____

Deferred

Andie
Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

Insert Character of Ship and Machinery precisely as in the Register Book

Is a certificate required? If so, to be sent to _____