

## REPORT of SURVEY for REPAIRS, &amp;c.

Date of writing Report January 17 1921

Port of St. John's, NFL.

No. in Reg. Book.

Survey held at

St. John's, NFL.

Date, First Survey Dec. 2, 1920

Last Survey January 13, 1921

40282 on the Wood, Iron or Steel

3 Mast. Sch. "Alosno"

Master Jose R. Campanario

TONNAGE: 256

Built at

Pasajes

By whom

Astilleros de Pasajes

When 1918 - 5

GROSS

213

Owners

Lago + Cia

Port belonging to

Seville

UNDER DE.

207

Owners' Address

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

Surveyed Afloat or in Dry Dock? Both

Name of Dock St. John's A. Dock

Destined Voyage Seville

WB=CellDBorDBa

feet; uE&amp;B

feet; A

feet; B

total capacity

tons. FPT

tons; APT

tons; MT

feet

tons.

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

CHARACTER.

For Special Survey.

Date of last Survey and of Periodical Surveys.

\* 10 A - 1, 19.

Year

Assigned

Survey

Month

Machinery and Boiler

Survey

(including date of N.B., if any).

If the Vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the inside tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, ribs, and of the inner bottom plating, especially in the boiler space.

st Report, No. 177 Port Sev

Medical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the nature of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent repairs. Repairs account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; besides being detailed in the body of the report, should be summarised in the form shown below. Whenever the placement of Anchors or Chains is reported, the particulars should be clearly stated in the space provided on back of this form. State also the dates and initials of any letters respecting this case.

Society's Freeboard (if assigned) as painted on Ship and now verified

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? Requested

WAS A DAMAGE REPORT MADE BY ANYONE ELSE? If so, by whom? Damage, alleged to have been sustained during heavy weather whilst on a voyage from Seville to St. John's, NFL.

Upon examination found:- Forecastle Head:- Rails + stanchions bent and torn from deck. Covering board broken. 2 fairleads broken. Deck seams started.

Main deck:- 4 deck planks damaged. Seams of deck planking and around hatch coamings + stanchions started. Mast wedging slack on all three masts. 3 Topmasts carried away. Mainmast outrigger broken. Luggard broken. Deck pumps out of order.

Poop deck:- Deck seams started, and top of cabin leaking. Wheel house badly damaged. Rudder post and rudder casing badly damaged. Compass badly damaged.

## SUMMARY OF DAMAGE REPAIRS:-

	Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:-
Renewed								
Removed and Paired or Repaired								
Paired or Repaired in place								

PRESENT CONDITION OF THE	Stringers	Inner Bottom Plating	State if Tanks have been examined inside	State if Tanks now tested	Bulkheads	Ceiling	Cement or Asphalt (State when.)	Rudder	Steering gear and its connections	Windlass	Have Pumps now been examined and found efficient?	Have Sluice Valves now been examined and found efficient?	Have Watertight Doors now been examined and found efficient?
Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good

Other Items:-	Stringers	Inner Bottom Plating	State if Tanks have been examined inside	State if Tanks now tested	Bulkheads	Ceiling	Cement or Asphalt (State when.)	Rudder	Steering gear and its connections	Windlass	Have Pumps now been examined and found efficient?	Have Sluice Valves now been examined and found efficient?	Have Watertight Doors now been examined and found efficient?
Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good

## 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 now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1, 15," or "to remain as classed and to have record of survey, 1, 15, and the notations of ss No. 1-15 and ptw 15, &c."

This Vessel is in my opinion eligible to remain as now Classed in the Register Book with fresh record of Survey 1, 21. subject to spare Bower Anchor and Kedge Anchor being placed on board.

Survey Fee (per Section 28) £

Special Damage or Repair Fee (if any) (per Sec. 29) £

Travelling Expenses (if chargeable) £

Second Surveyor's Fee (if any) £

Fees applied for,

Jan. 13, 1921

Received for me,

Jan. 13, 1921

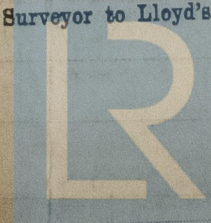
A. M. Macfarlane.

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

FRI. FEB. 18 1921

Character Assigned



Lloyd's Register Foundation

006258-006271-0233 1/2



St. John's, N.F.L.

Continuation of Report No. 1219

dated January 17<sup>th</sup> 1921 on theWood Sch. "Alosno"

All sails more or less damaged.

Rigging damaged through breaking of topmasts.

Sidelights badly damaged.

Vessel examined on Dry dock found:- Rudder braces and pintles badly damaged. Bottom seams started. One plank split and several planks bruised.

## Repairs:-

Vessel in Dry dock, bottom and rudder cleaned, examined, repaired and painted.

Examined holds, decks, bulwarks, coamings, hatches, steering gear, windlass, anchors, masts + rigging, boats + general equipment and pumps.

Forecastle head:- New part covering board fitted. Rails + stanchions repaired + renewed. 2 new fair-leads fitted. Deck seams caulked.

Main deck:- 4 deck planks part renewed. Deck seams and around hatch coamings + stanchions caulked. Wash stroke part renewed each side. New mast wedges fitted to all masts. 3 new topmasts fitted. New mainmast outrigger and lugyard fitted. Deck pumps overhauled and put in good working order.

Poop deck:- Deck seams and top of cabin caulked. Wheel house rebuilt. New rudder post and braces fitted. Rudder casing repaired. Steering gear overhauled and put in good working order.

Bottom:- One bottom plank renewed, and grasing pieces fitted on bruised planks. All bottom seams gone over and caulked.

Sails + Rigging:- All damaged sails repaired. New square sail, jumbo, and inner jib sails fitted.

Rigging gone over, repaired, and set up.

New sidelights fitted to screens

New Compass fitted on board.

New 7 H.P. gasoline downer hoist fitted on board.

All repairs were carried out to my satisfaction

NOTE:- This vessel is fitted with only 2 Bower Anchors and 1 Stream. A spare Bower, and Kedge anchor, to be placed on board on arrival of vessel at her home port.

A. M. Macfarlane.



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Foundation