

Rpt. 8

Date of writing Report 25 May, 1957 When handed in at Local Office May 27, 1957 Received London 9 SEP 1957
Survey held at Tampa, Florida No. of Visits 15 First Date 4 Jan. 1957 Last Date 18 April, 1957

REPORT OF SHIP SURVEYS AND REPAIRS

(The Surveyor's attention is drawn to the relevant requirements of Chapters B & C of the Rules.)

No. in R.B. 01047
51028 on the ~~Steel~~ S.S. "ALPHA"
Built at Wallsend-on-Tyne By whom Swan, Hunter & Wigham Richardson Tons Gross 4519
Owners Liberian Carriers, Inc. Owner's address 80 Broad St. New York, N.Y.
Managers R. J. Chianelly, Inc. Port of Registry Monrovia
Surveyed Afloat or in Drydock Both Name of Dock Tampa Ship Repair & Drydock Co., Inc. Date of last examn. in Drydock April 8th.

N.B.—Any alterations in existing particulars in the Register Book should be reported and underlined.

Last Report: No. 28188 Port. Mal.
To be filled in at Head Office.

Particulars of Classification (which must be inserted precisely as in Register Book and Supplement)

Surveys must be reported in the terms of the Rules. The nature and extent of Examinations and Repairs (if any) must be stated in detail, the parts examined and their condition being clearly indicated. For Annual, Special or other Condition Surveys the Summary of Examination and Condition on the back of the Report is to be carefully completed and amplified if necessary in the body of the Report. Outstanding items to complete the Survey should be summarised at the end of the Report. The reasons for Repairs must be stated. Repairs on account of Damage (the alleged 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 below. When, at a Special Survey, the Shell and Deck Plating is drilled the results must be reported on Report 8(Dr). Whenever Anchors or Chain Cables are replaced or retested the necessary particulars are to be given on Report 8(Eq) which is to be attached to this Report.

Give dates and references to any letters relating to this Report.

In damage cases where the Surveyor has not made a special damage report he should state whether he offered his services for this purpose and to whom and why they were declined. None Freeboard as marked on ship and now verified 3 ft. 11 ins.
Was a damage report made by anyone else? If so, by whom? No

EXAMINATION AND REPAIRS AS PER RULE FOR Drydocking & Special Survey -Reversion of Class to +100A1

With vessel on drydock, bottom and rudder examined, placed in good order and coated.

Several wasted rivet points in Fore Peak and forward deep tanks welded and caulked.

Machinery Space:

Inner bottom modified and altered after removal of Diesel Engine in accordance with approved Drwg. No. 2045—" Rev. C, Boilers cradles and foundations for steam engine and thrust installed in accordance with approved Drwg. Nos. 2045-5 Rev. B, - 3 Rev. C, - 4 Rev. CA continuation of summer tank deck in machinery space cutback to form stringer 3 ft. wide and fitted with 1/2" x 6" face bar in way of boilers.

Midships boat deck extensions erected P&S aft. of bridge 28' L. x 12' W.

The Owners request that the drilling of the shell plating be deferred until next drydocking. Audiogage readings were taken at this time and the general thickness of the plating found efficient.

CONTINUATION OVER/OR SHEET 2

SUMMARY OF DAMAGE REPAIRS	Shell Plates	Frames	R. Frames	Floors and Bracket Floors	Inner Bottom Plates	Deck Plates	Beams	Other Items
Renewed								
Removed and Faired or Repaired								
Faired or Repaired in place								

Has a Survey also been held on machinery of the Ship? Yes Is Classification Certificate required? If so, to be sent to
If so, is the Report sent now, or when will it be sent? Now Has Interim Certificate been issued? Yes

GENERAL OBSERVATIONS, OPINION AND RECOMMENDATION AS TO CLASS

State clearly what alteration, if any, is suggested to be made in the existing Classification or Survey or other records of the Ship in the Register Book consequent upon this survey, for example:—"to remain as Classed in the Register Book without fresh record of Docking"; "to remain as Classed and to have record of drydocking 1,55"; or to remain as Classed and to have record of drydocking 1,55, and the notation of S.S. . . . 1,55".

This vessel being now in good and efficient condition appears worthy to revert to previous Classification +100A1 with record of Drydocking 4,57 and Notation of Special Survey 4,57 subject to repairs to stem damage being effected at the next drydocking.

Endorsement:

"No. 4 plate in second strake below sheer indented.

Surveyor, to Lloyd's Register of Shipping

Date of Committee.

Minute.

3M-1-6 Printed in U. S. A.

Note: S.S. N.O's 4,57 (Dr) on completion.

Noted for Header

2021

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PARTS OF THE SHIP AS INDICATED BELOW HAVE BEEN EXAMINED FOR.

Items	Now Examined	Tanks	Now Examined Internally	Now Tested
	YES NO or NONE		Yes	Yes
Shell plating, sternframe and rudder cleaned, examined and recoated in drydock	Yes	F.P. Tank	Yes	Yes
Rudder lifted	No	A.P. "	Yes	Yes
Weather Decks, Superstructures and Casings	Yes	D.B. Tanks (indicate Oil Fuel) and Cofferdams	E.R. Ford Oil & Coff.	Yes
Hatchways, Covers, closing and securing appliances	Yes		E.R. Aft. F.W.	Yes
Ventilator coamings, skylights, companionways and closing appliances	Yes	Fresh Water Tanks		
	-	Deep Tanks under hold	Yes	Yes
	-	Oil Fuel Bunkers and Settling Tanks	Yes	Yes
Tween Decks		Side Tanks	None	
	Yes	Wing Tanks	None	
Fore Peak Spaces	Yes	Other Tanks	-	
After " "	Yes		Yes	Yes
Engine Space	Yes	Cargo Tanks (Tankers)		
Boiler "	Yes		Yes	Yes
Under Engines and Boilers		Cofferdams	Yes	Yes
Tunnel and Well	Yes	Pump Rooms	Yes	-
Coal Bunkers	-			
Chain Locker	Yes			
Other Spaces				
		Have Tanks now Examined been Cleaned as Necessary?		Yes
		Have Strums in Cargo Tanks (of Tankers) been removed?		Yes
		Have Tanks been Retested as necessary after completion of any Repairs?		Yes

Have the spaces now surveyed been cleared and cleaned as necessary? **Yes**
 Have the close ceiling and cargo battens, linings, pipe casings, etc., been removed and replaced as required by the Rules? **Yes**
 Have the bilges been cleaned out and examined? **Yes** Has cement in bottom been examined? **Yes**
 Has steelwork had rust removed and afterwards been recoated as necessary? **Yes** **None**
 Were inspection plugs or any insulation removed in insulated spaces for examination of steelwork? **Renewal**
 Has a Load Line Survey been held? **Yes** If so, state which **No**
 Have the shell and deck plating been drilled as per Rule? **No** If so, Report 8(Dr) to be attached **No**
 Have any alterations to the approved scantlings and arrangements now been effected? **No** If so, report details in body of Report.
 NOTE:—Indicate which compartments and/or tanks have been examined or tested by giving the identification numbers and inserting the word "Yes", e.g. Holds: Nos. 1, 2 & 3—Yes; or All—Yes.

TABLE 2

The present condition of the following parts in so far as examined is to be reported:—			
Shell plating	Good	Ceiling and Cargo Battsens	None
" " in way of side scuttles	Good	Cement or Asphalte Pk.& ER Aft-Good	
Rudder and Sternframe	Good	Cargo and other Hatchways	Good
Decks	Good	Hatches and closing appliances	Good
Superstructures and their closing appliances	Good	Ventilators, their coamings	Good
Coamings and Casings	Good	and closing appliances	Good
Beams and Fastenings	Good	Companionways and Skylights	Good
Frames	-	Shell Openings	-
Reverse Frames	Good	Ash Shoots	-
Longitudinals	Good	Overboard Discharges and Scuppers	Good
Transverses	Good	Open rails	
Floors	Good	Freeing ports	Good
Keelsons	Good	Steering Gear (Main and Auxiliary)	Good
Stringers	Good	examined and found	Good
Inner Bottom Plating	Good	Windlass examined and found	Good
Bulkheads and Trussel	Good	Pumps " " "	Good
		W.T. Doors " " "	Good
		Sluice Valves examined and found	-
		Air and Sounding Pipes	Good
		Doubling Plates under Sounding Pipes	Good
		Masts and Rigging examined and found	Good
		Condition, how ascertained	(State if wedges removed)
		Chain Locker	
		EQUIPMENT	
		Equipment Letter	
		Anchors, No. of 3B 1S Condition	Good
		Cables (State if now ranged and examined)	Yes
		" length 270 fms mean diam. 2-1/32"	
		" (on board) 270 fms Rule Length 270 fms Size 2-1/16	
		" sufficient	
		Hawsers and Warps	
		State if any Anchors or Chain Cable have	
		now been supplied or retested, if so,	No
		complete Report 8(Eq) and attach.	

Have conditions (A) or endorsements (B) of Class (if any) been dealt with?.....No.....See Below

REMARKS, REPAIRS, Etc. (Contd.)

S.R. 150. "Repairs to Stem Damage by next Special Survey" . The Owners' request that the foregoing repair be deferred until next drydocking merits the favourable consideration of the Committee. Now examined and considered efficient meantime.

Endorsement: "No. 4 plate in 2nd strake below sheer (ss) indented". examined and found efficient.

Survey Fee	SS 767.00	Second Surveyor's Fee (if any)	
Special Proctor Repair Fee (if any)		Date when A/c. Rendered	July 16
Travelling Expenses (if chargeable)	290.00	Total -	1057.00

RPT. 8(Dr.) (SHELL & DECK DRILLINGS)

To be securely attached to

REPORT.....N.O.S.

No. 9044

SHIP'S NAME

DATE OF DRILLING

THICKNESSES OF SHELL PLATING *ascertained by drilling and comparison of same with original thicknesses.*

The thicknesses are in hundredths of an inch.

10 ~~th~~ ~~time~~ Drillings to be made in accordance with rules.

[illegible]

THICKNESSES OF SHELL PLATING IN WAY OF END CARGO TANKS
IN OIL TANKERS—IF DRILLED

[illegible]

Surveyor to Lloyd's
Register of Shipping

THICKNESSES OF STRENGTH DECK PLATING AS ASCERTAINED BY DRILLING *at two positions within the half length amidships and comparison with original thicknesses.*

STATE EXACT FRAME STATIONS OF DRILLINGS

STRAKE	FORWARD						AFT						No. 1 TANK FORWARD.		
	Original Thickness	Thickness by Drilling		Diminution if any		Original Thickness	Thickness by Drilling		Diminution if any			REMARKS			
		Port	Sbd.	Port	Sbd.		Port	Sbd.	Port	Sbd.					
Stringer Plate					54	58.7	56.2	-	-	G	ORIG.	P.	S.	
1st Strake Inboard					38	30.1	43.3	7.9	-	F	38	275	307	
2nd " "					38	27.5	28.8	10.5	9.2	E	38	304	325	
3rd " "					38	42.7	32.5	-	5.5	D	38	362	362	
4th " (CENTRE.)					38	34.0	34.0	4.0	4.0	C	38	378	311	
5th " "										B	38	385	319	
6th " "										CENTRE	38	360.	© 202	

If the plating is not fitted in longitudinal strakes, the arrangement should be shown on a sketch and position of drillings indicated.

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FRIDAY 17 JAN 1958

Noted

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