

010478-010483-0043 1/2

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. 28189 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.

SHIP'S CLASS Date of Special and of Drydocking Surveys, etc.	Machinery
+100A1 barge to be towed	+LMC
ssAms. 2,52	d. 3,55
docking 12,55	steam pipes 3,55
carrying petroleum in bulk	

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.

W. G. Gowen
Surveyor, to Lloyd's Register of Shipping

NEW YORK AUG 21 1957

Date of Committee... +100 A1. "Carrying petroleum in bulk".
Minute... Defenses for Comp. SS but assign 0.5. 4.57 N.O.S. Subject (with endorsement).
LMC. ES 4.57, (NE' 41 NB' 40), MBS 4.57 TS/CL 4.57 sps. 4.57
Refitted 4.57
Note: S.S. N.O's 4.57 (Dr) on completion.
Noted for Header
Lloyd's Register Foundation

TABLE 1

9044.

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

Items	Now Examined YES NO or NONE	Tanks	Now Examined Internally	Now Tested
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	Fresh Water Tanks	E.R. Aft. F.W.	Yes
Ventilator coamings, skylights, companionways and closing appliances	Yes	Deep Tanks	under hold	Yes
Hold	-	Oil Fuel Bunkers and Settling Tanks	Yes	Yes
Tween Decks	-	Side Tanks	None	
Fore Peak Spaces	Yes	Wing Tanks	None	
After " "	Yes	Other Tanks	-	
Engine Space	Yes	Cargo Tanks (Tankers)	Yes	Yes
Boiler " "	Yes	Cofferdams	Yes	Yes
Under Engines and Boilers	Yes	Pump Rooms	Yes	-
Tunnel and Well	-	Have Tanks now Examined been Cleaned as Necessary?		Yes
Coal Bunkers	Yes	Have Struts in Cargo Tanks (of Tankers) been removed?		Yes
Chain Locker	-	Have Tanks been Retested as necessary after completion of any Repairs?		Yes
Other Spaces	-			

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**

Were inspection plugs or any insulation removed in insulated spaces for examination of steelwork? **None**

Has a Load Line Survey been held? **Yes** If so, state which **Renewal**

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

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**

Special ~~Repair~~ Repair Fee (if any) **290.00**

Travelling Expenses (if chargeable)

Second Surveyor's Fee (if any)

Date when A/c. Rendered **July 16,**

Total - **1057.00**

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

To be securely attached to REPORT **N.05.** No. **9044**

SHIP'S NAME **ALPHA** DATE OF DRILLING **JANUARY 1957**

THICKNESSES OF SHELL PLATING ascertained by drilling and comparison of same with original thicknesses. The thicknesses are in hundredths of an inch. Drillings to be made in accordance with rules.

No. 4 Tank

STRAKE	POSITION	Letter	AMIDSHIPS				FORWARD				AFT				REMARKS
			Original Thickness	Thickness by Drilling	Diminution if any		Original Thickness	Thickness by Drilling	Diminution if any		Original Thickness	Thickness by Drilling	Diminution if any		
			Port	Stbd.	Port	Stbd.	Port	Stbd.	Port	Stbd.	Port	Stbd.	Port	Stbd.	
Bridge Sheerstrake															
Bridge Strake below															
Sheerstrake		H	54												
1st Strake below		G	54	44.5	41.6	9.5	12.4								
2nd " "		F	54	51.1	57.0	2.9	-								
3rd " "		E	54	50.5	49.3	3.5	4.7								
4th " (Bilge)		D	57	44.0	43.5	13.0	13.5								
5th " "		C	57	47.0	47.4	10.0	9.6								
6th " "		B	57	47.6	46.8	9.4	10.2								
7th " "		A	57	49.3	48.3	7.7	8.7								
8th " "KEEL		63	71.7	71.7	11.3	11.3									
9th " "															
10th " "															
11th " "															
12th " "															

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

STRAKE	POSITION	Letter	FORWARD TANK				AFTER TANK				REMARKS
			Original Thickness	Thickness by Drilling	Diminution if any		Original Thickness	Thickness by Drilling	Diminution if any		
			Port	Stbd.	Port	Stbd.	Port	Stbd.	Port	Stbd.	
Bridge Sheerstrake											
Bridge Strake below											
Sheerstrake											
1st Strake below											
2nd " "											
3rd " "											
4th " "											
5th " "											
6th " "											
7th " "											
8th " "											
9th " "											
10th " "											
11th " "											
12th " "											

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						REMARKS
	Original Thickness	Thickness by Drilling	Diminution if any		Original Thickness	Thickness by Drilling	Diminution if any		Original Thickness	Thickness by Drilling	Diminution if any		
	Port	Stbd.	Port	Stbd.	Port	Stbd.	Port	Stbd.	Port	Stbd.	Port	Stbd.	
Stringer Plate													0216. P. J.
1st Strake Inboard													.50 .428 .402
2nd " "													.38 .275 .307
3rd " "													.38 .304 .325
4th " "													.38 .362 .362
5th " (CENTRE)													.38 .378 .311
6th " "													.38 .355 .319
													CENTRE .38 .360

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

FRIDAY 17 JAN 1958

Noted

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