

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 24.1.39 When handed in at Local Office 18/2/39. Port of PALERMO

No. in Reg. Book. Survey held at PALERMO Date, First Survey 14.1.39 Last Survey 15.1.39

69298 on the ~~XXXXXX~~ Steel Sc. "ALABAMA"

TONNAGE: Built at Newcastle By whom Palmers' & Co. Ltd When 1903 8

GROSS 6725 Owners "Petroleum" Soc. An. di Nav. Owners' Address

UNDER DK 5767 Managers Port belonging to Genoa.

NET 3933

Surveyed Afloat or in Dry Dock? D. Dock Name of Dock Palermo. Destined Voyage Central America.

WB=Cell.D.Bor.DBa feet; uE&B feet; f feet
total capacity tons. FPT tons; APT tons; MT feet tons.

N.B.—All alterations in the existing records should be underlined.

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

Last Report, No. 15186 Port Gen.

(Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the cause of Repairs, if 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 summarised in the form shown below. Whenever the replacement of Anchors or Chains is reported the particulars should be clearly stated in the space provided on the back of this form. State also the dates and initials of any letters respecting this case.

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 to whom and why they were declined

Was a damage report made by anyone else? If so, by whom?

REPAIRS, OR EXAMINATION AS PER RULE, FOR CONDITION & DECK ARRANGEMENTS.

Vessel placed in dry dock, bottom and rudder (rudder not lifted) cleaned, examined and recoated. Shell plating specially examined in way of openings, stem, stern frame, rudder with pintles and gudgeons, examined and found generally in good condition, except as stated under. The two bilge keels are distorted: that on starboard side is missing for about 1/3rd from forward and that on port side for about 1/3rd at centre. Plate E3 from aft starboard found slightly corroded in way of a few rivets in side stringers above the bilge, and in way of one of these rivets for a start of crack extending for about 10 cm. This plate has been repaired as under. Sundry slight indents noted on the sides, and traces of leakage from a few rivets in the shell plating in way of bunker on port side.

The various deck arrangements—Anchors and visible parts of the chains, windlass, hatchways and

SUMMARY OF DAMAGE REPAIRS:	Shell Plates.	Frames.	R. Frames.	Floors.	Beams.	Sta. Plates.	Dr. Plates.	Other Items:
Renewed								
Removed and Faired or Repaired								
Faired or Repaired in place								

PRESENT CONDITION OF THE	State if Tanks have been examined inside	Air and Sounding Pipes	Copper, or Y.M. of Wood Vessels
Decks Good	No	From dk good	(State if on Port)
Caulking of Decks "	No	Dbing. Plates under Sounding Pipes	When put on, Month Year
Coamings "		Engine Room Skylights Good	Boats Good
Beams & Fastenings -		Coal Bunkers, Open'gs, Lids, &c.	Masts, Yards, &c. "
Outside Plating Good		Oil Bunkers	Condition, how ascertained From deck
" " in way of sidelights -		Scuppers	(State if wedges removed) No
Breasthooks -		Cargo Hatchways Good	Sails
Transoms -		Hatches	Equipment letter a+
Frames -		Planking of Wood Vessels	Anchors, No. of 5=(2+1+1+1)
Reverse Frames -		Caulking ditto	Chain Locker
Longitudinals -		Treenails ditto	Cables (State if now ranged) Stated comp
Transverses -		Breasthooks & Stemson ditto	" length mean diamr.
Floors -		Transoms Pointers, & Crutches ditto	" Rule length size
Keelsons -		Timbers of Frame at openings ditto	Hawser & Warps Stated complete
Stringers -		Ditto Ditto at other places ditto	Standing and Running Rigging Good
Inner Bottom Plating -		Stringers, Clamps & Shells ditto	
		Salting ditto	
		(State if examined.)	

General Observations, Opinion as to Class, Recommendation, &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, 1,24," or "to remain as classed and to have record of survey, 1,24, and the notations of ss No. 1-24 and ptd 24, &c."

This vessel is eligible, in my opinion, to remain as classed with fresh record of survey 1-39, subject to plate E3 from aft on starboard side being again examined at next dry docking, to 6 rivets in shell plating being caulked or renewed on port side in way of bunker and to the bilge keels being repaired at the Owners' convenience. (No Interim Certificate issued).

Survey Fee (per Section 20) Cond. Lit. 200.-

Special Damage or Repair Fee (if any) £

Travelling Expenses (if chargeable) Palermo £ Nil

Second Surveyor's Fee (if any) Genoa £ 35.-

Committee's Minute

Character Assigned

Fees applied for,

18/2/39.

Received by me,

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(Sgd) C.D'ARRIGO.

N.E. Surveyor to Lloyd's Register of Shipping.

TUE. 14 MAR 1939

Lloyd's Register

W305-0208 (12)

and other deck openings with relative battening down arrangements, exposed bulkheads of the superstructures, casing, skylights, gangways & other fittings and equipment, life saving appliances and fire extinguishing appliances, all found in order and generally in good condition.

Steering Gear- Examined the quadrant, rods and chains, pulleys (dismantled), buffers, brakes, hand and steam gears (examined externally) and found generally in good and efficient condition. The steering chains have their original diameter (40 mm.) and the rods a mean minimum diameter of 46 mm. in way of the zones where they are rubbed by the guide pulleys, and of 50 mm. elsewhere. Hand and steam steering gear tried under working conditions with satisfactory results.

WEAR & TEAR REPAIRS- NOW CARRIED OUT- On plate E3 from aft, electric welding repair carried out where corroded: the crack was veed out to sound metal and then welded with approved electrodes. As a precautionary measure, internally (in machinery space) a large and efficient cement box has been fitted.

(Sgd) C.D'Arrigo.

When Anchors or Cables are supplied, the particulars are to be reported in the following form:-

ANCHORS.

Number of Certificate.	Anchors #	WEIGHT OF STOCK.		TEST PER CERTIFICATE.		WEIGHT REQUIRED BY RULE.		Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Owts. qrs. lbs.	Owts. qrs. lbs.	Tons. Owts. qrs. lbs.	Owts. qrs. lbs.	Owts. qrs. lbs.	Owts. qrs. lbs.			
1st Bower										
2nd "										
3rd "										
Collective Weight.										
Stream										
Kedge										

* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

CHAIN CABLES.

Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.		Length and size per Rule.		Description.	Makers of Cables.	When and where tested and Superintendent.
	Length.	Diam.	Statutory.	Breaking.	Supplied.	Per Rule.	Length.	Diam.			
	Fathoms.	Ins.	Tons.	Tons.	Owts. qrs. lbs.	Owts. qrs. lbs.	Fathoms.	Ins.			
Iron Stream Chain or Steel Wire...											