



Lloyd's Register of Shipping,

17 Battery Place,

New York.

LLOYD'S REGISTER
RECEIVED
29 JAN 1932
Acad. -4 FEB 1932
LONDON

January 15th, 1932.

Dear Sir:-

S.S. "ALABAMA".

Your letter of the 2nd instant addressed to Mr. French on the survey held by me at Philadelphia on the above steamer is before me together with other papers relating to this case. In reply, I have to state that when the vessel put into the Delaware off Marcus Hook in distress, I visited her on the 7th and 8th March, 1931, and met the Owners' Representative, Mr. Silleman, and the Underwriter's Surveyor, Mr. White, and the Master of the vessel, the Master did not speak much English, so that I dealt with Mr. Silleman.

I observed that there was oil leaking freely from the vessel and showing on both sides in the River, I therefore recommended that the cargo be discharged and vessel placed in drydock for survey. Previous to shifting the vessel up the river, in order to discharge the cargo, a broken drum shaft for the steering gear was recommended to be renewed, this repair was carried out. My attention was drawn to some slight buckling in the upper deck plating just forward of the steering gear house by Mr. Silleman and Mr. White, this was not put forward as being damage caused by heavy weather by either of the gentlemen mentioned, nor, in my opinion, did I consider the slight buckling detrimental to the general efficiency of the vessel, and taking into consideration her age and the fact that she had put into the Delaware River in distress, I deemed it in the best interests of the Owners to confine myself as much as possible to the actual damage, hence no reference to the buckled plating was made in my Report to the Committee. As a matter of fact, I have noted similar cases of buckled plates in vessels in drydock and when these vessels were refloated, the buckling usually disappeared.

The vessel was drydocked at Chester and cracked shell plates, etc., found, the repairs were carried out in the New York District.

On October 21st Mr. White called on me in Philadelphia and showed me a document dated, New York, October 7th, 1931, referring to the slightly waved deck plates and signed by himself as Hull Underwriter's Surveyor, Mr. Geo. R. Richardson, Surveyor to Lloyd's Register of Shipping, and Mr. George E. Silleman, Surveyor for Owners.

Cont'd:

I discussed the propriety of signing such a document with Mr. Narbeth, who was also present, and we concluded that Mr. Richardson had obtained the sanction of the Chief Surveyor before signing the document. I agreed therefore to sign the document, but as the port and dates of survey were not alike, a separate document was made, the only difference being the port and dates. Mr. T. H. White drafted the statement and made the request for my signature, I may say that no further communication took place regarding this subject.

I am, Dear Sir,

Yours faithfully,

J. Buchanan.

The Secretary,

LONDON.

JMB/W.



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For the Chief Surveyors

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