

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 16 May 23 When handed in at Local Office 16 May 23 Port of Philadelphia

No. in Reg. Book 52448 Survey held at Philadelphia Date, First Survey 12 Nov 1922 Last Survey 7 May 1923
(No. of Visits 34)

on the Wood, Iron or Steel 55 ALAMEDA Master

TONNAGE:-

GROSS 7222UNDER DK 6382NET 5362Built at Philadelphia By whom W Cramp Sons S & B Co. When 1919Owners Arnold & Craig (W Cramp Sons S & B Co.) Port belonging to PhiladelphiaOwners' Address Richmond Morris Sts. Philadelphia

(If not already recorded in Appendix to Register Book)

Surveyed Afloat and in Dry Dock? Yes Name of Dock Am ABC Co. Destined Voyage San Pedro, Cal.

WB=Cell DBor DBa feet; uE&B feet; f feet; }
total capacity tons. FPT tons; APT tons; MT feet tons. }
Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

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. Port

(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.)

CHARACTER, for Special Survey, Date of last survey and of Periodical Surveys.

100 A-1.
(Contemplated)

Machinery and Boiler Surveys (including date of N.B., if any).

Society's Freeboard (if assigned) as painted on Ship and now verified } 8 ft 0 ins.

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 Classification, Alterations and Damage.

Now done. Classification—Vessel placed on Pontoon, Bottom and Rudder examined, cleaned and re-coated. Anchors examined. Chain Cables ranged and examined (for particulars see First Entry Report herewith) Stoppers and warps examined. Boats examined. All main and summer cargo oil tanks, cofferdams, fuel oil tanks, reserve feed water tanks, double bottom tanks and forward and after peak tanks examined internally and tested under pressures required by the Rules and found efficient. Holes. Gun Decks. Bunkers, and Machinery Spaces examined, cleaned and recoated. Shell plating including plating under sidelights examined. It was not considered necessary to drill the shell plating at this time. A number of rivets

SUMMARY OF DAMAGE REPAIRS:-	Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:-
Renewed	1	4	—	—	4	1	10	Engines & Boiler Casings all renewed.
Removed and Faired or Repaired	34	—	—	—	16	64	64	Bulk Hatch covers replaced.
Faired or Repaired in place	—	—	—	—	—	—	—	—

PRESENT CONDITION OF THE	Stringers	Dblg. Plates under Sounding Pipes	Copper, or Y.M. of Wood Vessels.
Decks <u>Good</u>	Inner Bottom Plating <u>Good</u>	Engine Room Skylights <u>Good</u>	(State if on Felt.)
Caulking of Decks <u>✓</u>	State if Tanks have been examined inside <u>Yes</u>	Coal Bunkers, Open'gs, Lids, &c. <u>✓</u>	When put on, Month Year
Waterways <u>✓</u>	State if Tanks now tested <u>Yes</u>	Scuppers <u>✓</u>	Boats <u>Good</u>
Coamings <u>✓</u>	Bulkheads <u>Good</u>	Cargo Hatchways <u>✓</u>	Masts, Yards, &c. <u>✓</u>
Beams & Fastenings <u>✓</u>	Ceiling <u>Good</u>	Hatches <u>✓</u>	Condition, how ascertained <u>Exam'd aloft</u>
Outside Plating <u>✓</u>	Cement or Asphalt (State which) <u>✓</u>	Planking of Wood Vessels <u>✓</u>	(State if wedges removed) <u>—</u>
Caulking of ditto <u>✓</u>	Rudder <u>✓</u>	Caulking ditto <u>✓</u>	Sails <u>✓</u>
Rivets <u>✓</u>	Steering gear and its connections <u>✓</u>	Treenails ditto <u>✓</u>	Equipment letter <u>6 & 1</u>
Breasthooks & Crutches <u>✓</u>	Windlass <u>✓</u>	Breasthooks & Stemson ditto <u>✓</u>	Anchors, No. of <u>3151K.1</u>
Transoms <u>✓</u>	Have Pumps now been examined and found efficient? <u>Yes</u>	Transoms, Pointers, & Crutches ditto <u>✓</u>	Cables (State if now ranged) <u>Yes</u>
Frames <u>✓</u>	Have Sluice Valves now been examined and found efficient? <u>None</u>	Timbers of Frame at openings ditto <u>✓</u>	„ length <u>300 fm.</u> size <u>2 1/2</u>
Reverse Frames <u>✓</u>	Have Watertight Doors now been examined and found efficient? <u>None</u>	Ditto ditto at other places ditto <u>✓</u>	„ (on board) <u>300 fm.</u> size <u>2 1/2</u>
Floors <u>✓</u>	Have Watertight Doors now been examined and found efficient? <u>None</u>	Stringers, Clamps & Shelves ditto <u>✓</u>	„ Rule length <u>300 fm.</u> size <u>2 1/2</u>
Keelsons <u>✓</u>	efficient? <u>None</u>	Salting ditto <u>✓</u>	Hawser & Warps <u>Good</u>
		(State if examined.)	Standing & Running Rigging <u>✓</u>
			Ventilators & Coamings <u>✓</u>

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, 1,15,” or “to remain as classed and to have record of survey, 1,15, and the notations of ss No. 1-15 and ptND15, &c.”

This vessel is now in a good and efficient condition, eligible, in my opinion, to be classed 100 A-1. Carrying petroleum in bulk with notation 'Longitudinal Framing' and record ss No. 1-23.

Survey Fee (per Section 29) 2 Fees applied for 16 May 23

Special Damage or Repair Fee (if any) \$1210.00 Received by me, Surveyor

Travelling Expenses (if chargeable) 2

Second Surveyor's Fee (if any) 2

Committee's Minute New York MAY 23 1923

Character Assigned See attached Report form 1A

Surveyor to Lloyd's Register of Shipping.

RETAIN

J. S. 'ALAMEDA'

rivets removed from various parts of the vessel. and quality of rivets and character of countersinking and workmanship found satisfactory. Cementing examined and found good and adhering to the shell plating. Decks examined. Masts examined (no mast wedging). Rigging examined (see Report herewith). Windlass renewed. The new cable supplied is 2½" diameter (in excess of rule diameters) and the new windlass is suitable for 2½" diam. Cable. Chain locker cleared and examined and re-coated. Windlass & Capstans seen working satisfactorily. Steering gear examined, overhauled, put in good working order and seen working satisfactorily. Hand pump seen working satisfactorily. Scuppers examined. Hatches examined and found in good condition. Inboard reported, assigned, and marks verified.

② Alterations. - Magazines and shell rooms in after end of machinery space and in fore hold. together with ammunition trunks, also radio house forward of poop deck, above the level of Poop Deck all removed and riveting in way of attachment to same made good.

③ Damage. stated caused by fire off Cape Henlopen in May 1922 when in the service of the U.S. Navy, and by striking wharves etc. at times not stated.

Damage in way of machinery spaces and abate same.

The following plates removed, annealed as necessary, faired & replaced, viz.

Shell Plating. - Poop side. - Port side. upper strake. Plates Nos 7. 8. 9 + 10.

" " " lower strake " " 15. 16. 17. 18 + 19.

" " Starboard " upper " " 7. 8. 9 + 10.

" " " lower " " 15. 16. 17. 18 + 19.

" Sheerstrake (M) Port " Plates. 14. 15 + 16.

" " Starboard " " 14. 15 + 16.

" L Strake. Port " " 14. 15 + 16.

" " Starboard " " 14. 15 + 16.

" K. " Port " " 13. 14. 15 + 16.

" " Starboard " " 13 + 14.

" J. " Port " " 14. 15. 16. 17. + 18.

" " Starboard " " 14 + 15.

" No. 1 plate in L Strake port side renewed.

Deck Plating. - Poop Deck. - Six plates renewed. Thirty two plates removed, annealed faired and replaced.

" Upper Deck. - The following plates were removed, annealed, faired and replaced, viz. - four stringer plates each side.

Centre Strake (A). Nos 5. 6. 7 + 8. B Strake. Nos 4 + 6 each side.

C Strake No. 4. 5. 6 + 7 each side. D Strake No. 11. 12. 13. 14 + 15 each side.

E Strake. No. 11. 12. 13 + 14 each side.

" Second Deck. - The following plates were renewed, viz. - Centre (A) Strake No. 13. B Strake.

REPAIR

S. S. 'ALAMEDA'.

Deck Plating (Contd). 2nd Deck. B-Strake. No 5 plates each side. C-Strake Nos 5+6 each side.D-Strake. No 12 each side & No 13 port side. Stringer N^o 15 port side.

The following plates were removed, annealed, planed & replaced. viz. - 50m plates over boilers forward of 7th Casings.

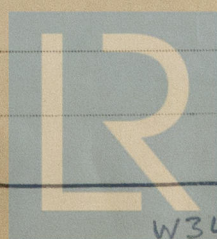
Three plates between Engine & Boiler Casings and twenty

nine (29) other deck plates in this deck, including four

stringer plates each side. Engine and Boiler Casings all renewed with stiffeners as original.

Bulkhead No 27, which formed forward bulkhead of Magazine & Store Room removed, and transverse frame fitted in lieu. Transverses Nos 40, 41, & 43 renewed. Coal Bunker hatches removed and replaced.

O. Harbeck



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