

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 10 When handed in at Local Office 19 Port of LIVERPOOL

No. in Reg. Book. Survey held at Liverpool & Birkenhead Date, First Survey Dec 13th 1920 Last Survey Jan 28th 1921

70036 on the Wood, Iron or Steel SS. CITY OF ALEXANDRIA (No. of Visits 23) Master

TONNAGE:— Built at Geestemünde By whom J. C. Tecklenborg & Co. When 1905

GROSS 4621 Owners Ellerman Lines, Ltd. Port belonging to Liverpool

UNDER DE. 3581 Owners' Address (if not already recorded in Appendix to Register Book.)

NET 2928 Surveyed Afloat or in Dry Dock? Both Name of Dock East Dock Destined Voyage Bombay, Karachi

WB=CellDBorDBa feet; uE&B feet; f feet; } Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

total capacity tons. FPT tons; APT tons; MT feet tons. } CHARACTER, * for Special Survey, Date of last Survey and of Periodical Surveys. Years since last survey. Machinery and Boiler Surveys (including date of N.B., if any).

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 Society's Freeboard (if assigned) as painted on Ship and now verified 4 ft. 9 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 Special Survey for classification.

Vessel placed in drydock; bottom and rudder cleaned, examined and coated. Examined holds, decks and 'tween decks, bunkers, fore and after peaks, chain locker, engine and boiler space, all double bottom ballast tanks dry tank under the boilers; hatches, covers and supports, plating under sidelights, masts (no wedges), rigging, windlass, steering gear and connections, pumps, W. I. doors, boats, general equipment, air and sounding pipes, casings and ventilators; ceiling, sparring and platforms removed, steel surfaces scaled and coated; all double bottom ballast tanks (except dry tank under the boilers) tested and found tight; anchors and cables ranged and examined; rudder lifted and pintles examined; shell plating drilled amidships, and the scantlings of the various parts of the

See continuation #70.

SUMMARY OF DAMAGE REPAIRS:—	Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Renewed								
Removed and Fair'd or Repaired								
Fair'd or Repaired in place								

PRESENT CONDITION OF THE	Stringers	Dblg. Plates under Sounding Pipes	Copper, or Y.M. of Wood Vessels
Decks	good	good	(State if on Fett.)
Caulking of Decks	"	Engine Room Skylights	When put on, Month Year
Waterways	"	Coal Bunkers, Open'gs, Lids, &c.	Boats
Coamings	"	Scuppers	Masts, Yards, &c.
Beams & Fastenings	"	Cargo Hatchways	Condition, how ascertained by examination
Outside Plating	"	Hatches	(State if wedges removed)
Caulking of ditto	"	Planking of Wood Vessels	Sails
Rivets	"	Caulking	Equipment letter
Breasthooks & Crutches	"	Treenails	Anchors, No. of 3 B. 15 K.
Transoms	"	Breasthooks & Stemson	Cables (State if now ranged) yes
Frames	"	Transoms, Pointers, & Crutches ditto	" length 264 3/4 ins. size 1 15/16
Reverse Frames	"	Timbers of Frame at openings ditto	" Rule length size
Floors	"	Ditto ditto at other places ditto	Hawser & Warps good
Keelsons	"	Stringers, Clamps & Shells ditto	Standing & Running Rigging
		Salting (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, 1,15," 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 good and efficient condition and eligible in our opinion to be classed 100 A.I. with record of survey LIV. 1, 21, notation of P.S. LIV. N° 3-1, 21

to be deferred until completion of Survey.

Survey Fee (per Section 25)	Fees applied for,
Special Damage or Repair Fee (if any) (per Sec. 25)	19
Travelling Expenses (if chargeable)	19
Second Surveyor's Fee (if any)	

Committee's Minute

Character Assigned 100 A.I. record 1, 21

W 601 - 0138

LIVERPOOL - 8 FEB 1921

FRI. 23 OCT 1925 TUE 27 FEB 1923 FRI. JUN. 29 1923 TUES. 3 MAR 1925

TUE. SEP. 27 1921 TUE. 23 JUN 1920

FRI. AUG. 13 1922 TUE. 11 MAR. 1924

TUE. 21 JAN. 1922 TUE. 17 MAR. 1922

TUES. 2 MAR 1926

Lloyd's Register Foundation

vessel ascertained, for particulars see 1st entry report attached.

A number of rivets cut out from various parts of the vessel and found good, the holes fair and well countersunk.

The anchors and cables were examined for marks to correspond with the German certificates produced; the marks were indiscernable with the exception of the stream and kedge anchors, and in the circumstances the 3 bow anchors and chain cables were sent away for retesting. The markings have now been verified with the new certificates; for particulars see 1st entry report attached.

Owing to the delay in the delivery of the dewatering pump the fitting of this could not be completed this time, but owners representative stated this would be done on the vessels return to this country after the present voyage.

On the completion of the survey the owners representative stated that it was intended to use the after peak tank as a ballast tank, and that the necessary structural alterations and fitting of steam suction would be taken in hand when the vessel returns from the present voyage.

The freeboard assigned by the Committee has been marked on the vessels sides and cut in, and verified.

The hose pipes were found to be somewhat worn. Owners representative stated that no facilities were available for repairs to be carried out this time, but that same would be taken in hand on the vessels return from present voyage.

The indented plating referred to in Southampton report dated Nov. 29th 1920 and London report dated May 12th 1920 has been examined. The owners stated that they did not wish to deal with any repairs to these plates, and as the vessels efficiency is in no way impaired, it is considered this is satisfactory.

Repairs:- A number of rivets in bottom cut out and renewed, and others caulked and tooled up as necessary.

Hatch covers and fore and afters repaired and renewed as found necessary.

Steering gear chains annealed and repaired, rods, sheaves, rollers repaired and overhauled as necessary.

Close ceiling on tank tops in all holds dispensed with except in way of hatchways.

Tricing ports cut in wells to comply with rule requirements.

See continuation.

Rpt. 9a.

Port of

Continuation of Report No. 81859 dated

28/1/21.

on the

To complete the survey.

Downton pump to be fitted and tested.

Hawse pipes to be repaired.

after peak tank to alter for ballast tank purposes, suction
to be fitted, and tank tested.E. H. Dean
James Bradley