

REPORT of SURVEY for REPAIRS, &c.

10-6-57 10-6-57 BOMBAY BOMBAY
Survey held at BOMBAY Date, First Survey 31-6-1957 Last Survey 10-6-1957
No. in Reg. Book. 00620 on the Wood, Iron or Steel S.S. ALAVI
Built at Port Glasgow By Whom Lithgows Ltd. When 1924 MONTH 6
TONNAGE: GROSS 3566 Owners Mogul Line Ltd. Owners' Address
UNDER DK. NET 2161 Managers Port belonging to Bombay.

Surveyed Afloat or in Dry Dock? AFLOAT Name of Dock Victoria Dock Destined Voyage
VB=Cell D Bor D Ba 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, to state the amount of deterioration (if any) found in the thicknesses of the floors, framing, girders, and of the inner bottom plating specially in the boiler space.

Last Report, No. 12225 Port BOM

Radical Surveys, when held must be reported in detail and serially in the terms of the Rules. State clearly the cause of Repairs, 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.

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 OFFERED SERVICES To Society's Freeboard (if assigned) as painted on Ship and now verified
SUPERINTENDANT Was a damage report made by anyone else? If so, by whom? YES. LLOYDS AGENT AT SUDAN 1957

REPAIRS, OR EXAMINATION AS PER RULE, FOR DAMAGE REPAIRS & ANNUAL LOAD LINE
DAMAGE: Stated to have occurred to port side forward shell plating when vessel struck the quay at ASSAB on the 7th May 1957.

For further particulars see log books.
Now Done for Damage: Examined port side forward shell plating and found the 3rd plate from forward on 'H' strake indented between frames 121 and 122, the indent approx. 3" deep and local. It was found that a temporary repair had been effected by ring welding rivet heads in way and fitting cement box internally, this stated was done at Port Sudan at the request of Lloyds Agents Surveyor.

Permanent Damage Repairs: The 3rd plate from forward port side at 'H' strake dropped from after lap for 3 frame spaces which included the damaged portion and part renewed. Frames and knees

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed								
Removed and Fair'd or Repaired								
Fair'd 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 (State if on Felt)
Shells	State if Tanks now tested	Dblng. Plates under Sounding Pipes	When put on, Month Year
Plating of Decks	Bulkheads	Engine Room Skylights	Boats
Stairways	Ceiling	Coal Bunkers, Open'gs, Lids, &c	Masts, Yards, &c
Stairways & Fastenings	Cement or Asphalt (State which)	Oil Bunkers	Condition, how ascertained
Outside Plating	Rudder	Scuppers	(State if wedges removed)
Outside Plating in way of sidelights	Steering gear and its connections	Cargo Hatchways	Sails
Weatherhooks	Windlass	Hatches	Equipment letter
Stairways	Have pumps now been examined and found efficient?	Planking of Wood Vessels	Anchors, No. of
Stairways	Have Sluice Valves now been examined and found efficient?	Caulking ditto	Chain Locker
Stairways	Have Watertight Doors now been examined and found efficient?	Treenails ditto	Cables (State if now ranged)
Stairways	Have Ventilators and their Coamings been examined and found efficient?	Breasthooks & Stemson ditto	Cables length mean diamr (on board)
Inner Bottom Plating		Transoms Pointers & Crutches ditto	Cables Rule length size
		Timbers of Frame at openings ditto	Hawser & Warps
		Ditto Ditto at other places ditto	Standing and Running Rigging
		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 pmd 24, &c."

This vessel is eligible in my opinion to remain as classed without fresh record of survey.

Survey Fee (Per Section 29) Equip. £ 50/- : Fees applied for, 13-6-1957
Damage or Repair Fee (if any) (Per Sec. 29) £ 100/- : Received by me, 1957
Travelling Expenses (if chargeable) £ 32/- :
Bond Surveyor's Fee, if any A.L.L. £ 384/-

Committee's Minute
Character Assigned Deferred drydocking
The Times of India Press, Bombay.
Lloyd's Register Foundation
004285 - 004291 - 0112

U.S. ALABAMA

some brackets in way faired in place where very slightly distorted. On completion of repairs those tested new plating and found it sound and tight.

Annual freeboard Survey carried out at this time.

REPAIRS W & T:

Two ventilator coamings repaired.

Engine room top plating and Fiddley top doubled in way of local corrosion.

Owners have at this time replaced one 15 fathom length of chain cable to port side power anchor chains. It was stated one length was found to have a number of studs missing and one link distorted, the defective length having been removed this time.

The new length of chain cable was examined and identification marks verified with certificate of test and certificate endorsed. Particulars of test shown in the appropriate columns of this report.

Conditions of Class: Regarding items in No. 150 of the special reason list

(current issue) concerning shell plating 25(p.s.a.) and shell plating in No. 3 hold (ps) to be specially examined and dealt with as necessary on arrival at Colombo (10/56); we understand that these items were dealt with at Colombo in November 1956.

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

ANCHORS.

Number of Certificate.	Anchors.*	WEIGHT EX. STOCK.			WEIGHT OF STOCK.			TEST PER CERTIFICATE.				WEIGHT REQUIRED BY RULE.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	Cwts.	qrs.	lbs.	Cwts.	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.	Cwts. qrs. lbs.	Cwts. qrs. lbs.	Fathoms.	Ins.			
90478	15	2 1/16	76.5	107.1	31 3 9	31 3 7	-	-	STUDLINE N. HINGLEY & SONS LTD	CRADLEY HEATH H. PHILIPS	8th Oct. 1953.
	Iron Stream Chain or Steel Wire ..										

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN