

COPY.

# Lloyd's Register of Shipping

UNITED WITH THE BRITISH CORPORATION REGISTER



Port Newport News, Va.

October 9, th, 1956.

(Rpt. #7398).

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**This is to Certify** that

JOHN SIM,

the undersigned Surveyor to this Society did at the request of the Salvage Association London, 39-Cortlandt Street, New York 7, N.Y., and on behalf of the Underwriters concerned, survey the

S/S "OAKLEY L. ALEXANDER"  
7751 tons gross register of Wilmington, Del.

in order to ascertain and report on the nature and extent of damage alleged to have been sustained in consequence of striking Nun Buoy #2, Salem Harbor Terminal, in ballast, voyage 416 for Norfolk, Va. The vessel was last dry docked July 1956, and Log Book scrutinized back to that date.

The following is a copy of abstract taken from the vessel's Log Book with reference to this damage:-

9th September 1956 @ 2347 Vessel struck Terminal Channel #2 Nun Buoy on attempting to pass it alongside (Port Quarter Aft). Inspection of machinery made by Chief Engineer; also tanks and bilges sounded by Chief Mate - all bilges dry.

10th September @ 0030 Captain and Chief Engineer inspected steering engine @ 0058 stopped ship and inspected propeller, observed one blade with broken tip. Wind SSE. force 3 to 4. Draft Fore 10'-10". Draft Aft 18'-00".

21st September 1956, the Undersigned proceeded to the plant of the Newport News Shipbuilding & Dry Dock Co., Newport News, Va., where the vessel was lying afloat and in dry dock and upon examination, the following damage was found and recommendations made.

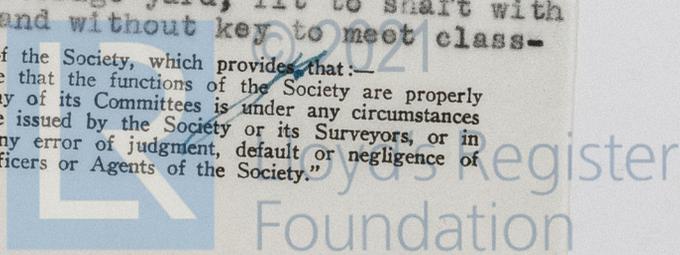
**FOUND:-**

Propeller 4 blades, solid bronze; one blade bent and piece torn out of blade #4, reported setting up, heavy vibration.

**RECOMMENDED:-**

Remove damaged propeller from vessel to shop, draw tail shaft for examination, magnaflux, xx take spare propeller from storage yard, fit to shaft with and without key to meet class-

This Certificate is issued upon the terms of the Rules and Regulations of the Society, which provides that:— while the Committees of the Society use their best endeavours to ensure that the functions of the Society are properly performed, it is to be understood that neither the Society nor any Member of any of its Committees is under any circumstances to be held responsible for any inaccuracy in any report or certificate issued by the Society or its Surveyors, or in any entry in the Register Book or other publication of the Society, or for any error of judgment, default or negligence of any Committee or any Member thereof, or the Surveyors, or other Officers or Agents of the Society."



(2).

S/S "OAKLEY L. ALEXANDER"

Oct. 9th, 1956.

FOUND:-

RECOMMENDED:-

ification requirements, making all removals necessary for drawing tail shaft and replace on completion of shaft being re-installed, propeller nut hardened up, dunce cap and rope guard replaced and stern gland repacked, and tie up for dock trial.

----- \$2,100.00

2. Damaged propeller

Pitch to be checked and necessary corrections made, cut off damaged part of blade, cast and weld new section 30" x 8", anneal propeller on completion of repairs and dynamically balance, return to storage yard and hold for Owners disposition.

----- \$3,100.00

3. Necessary dry docking to carry out above repairs. ----- \$2,635.00

4. Tug service from stream to pier and pier to stream. --- \$ 271.00

5. Men and cranes to handle lines and gangways. ----- \$ 175.00

6. Connect up and disconnect fire main. ----- \$ 45.00

7. Erect and remove necessary staging. ----- \$ 150.00

The cost of the foregoing repairs inclusive of dry docking and services, was estimated and agreed with the Newport News Shipbuilding Co., Newport News, Va., in the sum of Eight Thousand, Four hundred, Seventy-six Dollars (\$8,476.00), itemized as above.

The vessel was last dry docked July 1956 and tail shaft seen July 1956.

The vessel entered dry dock 21st September 1956.  
Off dry dock 22nd September 1956.

Fee \$60.00  
Exp. 10.00  
-----  
\$70.00

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*Tomlinson*  
Surveyor.

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Foundation