

Report of Survey for Repairs, &c., of Engines and Boilers.

(Received at London Office FEB 14 1938)

Date of writing Report 7/2/38. When handed in at Local Office 7/2/38. Port of GENOA.

Survey held at GENOA. Date, First Survey 17/1/38. Last Survey 31/1/38. (No. of Visits Four.)

on the Machinery of the ~~Wood~~ ~~Iron~~ ~~Steel~~ Sc. "ALABAMA"

Gross 6725 Vessel built at Newcastle By whom Palmers' Co. Ltd When 1903/8
Net 3933 Engines made at " By whom " " When 1903

Boilers, when made (Main) 1903 (Donkey) 1903

Main Boilers 3 SB. Owners "Petroleum" Soc. Anon. di Nav. Owners' Address -
Donkey Boilers 1 Managers - Port Genoa. Voyage Haifa.

If Surveyed Afloat or in Dry Dock Grazie Dry Dock & Afloat Gen. Harbour.

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Report No. Port B.S., T.S., DOCK. & MACHY PARTS.

Particulars of Examination and Repairs (if any)

Medical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the nature and extent of examinations and subsequent repairs. Repairs of a nature which should be separated from repairs due to other causes; and as being detailed in the body of the report, should be briefly summarised at the end of the report. State also the names and initials of any letters respecting this case.

Where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose, and why they were declined.

Has a damage report been made by anyone else? If so, by whom?

Has the Surveyor personally gone inside each Main Boiler separately and made a thorough examination at this time? Yes

Has the Surveyor personally gone inside each Donkey Boiler separately and made a thorough examination at this time? Yes

Where a thorough examination was not done, state for what reasons?

What parts of the Boilers could not be thus thoroughly examined?

What special means, in the absence of internal examination, were adopted by the Surveyor to assure himself of the thorough efficiency of those parts of each Boiler?

Latest date of internal examination of each boiler: Aft Blr & Port Ford Blr 17/1/38. Present condition of funnel: Good. See below

Has the Surveyor examined the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 180 lb.

Has the Surveyor examined the Safety Valves of Donkey Boiler? Yes To what pressure were they afterwards adjusted under steam? 75 lb.

Has the Surveyor examined all the manholes, doors and their fastenings of the Main Boilers? Yes, and of the Donkey Boilers? Yes

Has the Surveyor examined the drain plugs of the Main Boilers? Yes, and of the Donkey Boilers? Yes

Has the Surveyor examined all the mountings of the Main Boilers? Yes, and of the Donkey Boilers? Yes

Has the screw shaft now been drawn and examined? Yes Is it fitted with continuous liner? Yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? No

Has the shaft now been changed? No If so, state reasons.

Has the shaft now fitted been previously used? Has it a continuous liner? Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

Date of examination of Screw Shaft. State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft. Close fit. Stern bush rewooded.

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted?

Has the Surveyor examined the generators, motors, switchgear, cables and fuses?

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms?

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done. Complete.

NOW DONE FOR B.S. All main boilers and donkey boiler examined internally and externally together with their safety valves and mountings and after repairs as under found generally in good condition. Afterwards the boilers were examined under steam and the safety valves adjusted as above.

NOW DONE FOR MACHINERY PARTS - The L.P. crank was found to be cracked on the flange in way of one of the coupling bolt holes. The spare crank marked: - LLOYD'S 236 (Date & initials illegible) has now been fitted in place and advantage was taken of this opportunity to examine all journals and bearings, all crank pins and bottom end bearings and eccentrics which were all found in good condition, except main bearings NOS. 5 & 6, which were found somewhat defective and were now remetalled.

NOW DONE FOR DOCKING - Vessel placed in dry dock, propellers and inside and outside fastenings examined and found in good condition. Funnel examined so far as practicable. The top strake of funnel is in good condition.

General Observations, Opinion, and Recommendation: - The machinery of this vessel so far as now seen is in good and efficient condition, and eligible, in my opinion, to remain as classed and to have fresh records of B.S. 12-37 and C.L. 12-37.

(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, B.S. 9, 11, E.&M.S. 9, 11, L.M.C. 9, 11, or L.M.C. 140 lb., F.D., &c.)

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Survey Fee (per Section 39) B.S. £11.465.-
Dock & T.S. " 250.-
Special Damage or Repair Fee (if any) £
Machy Parts " 100.-
Traveling expenses (if chargeable) £ 50.-

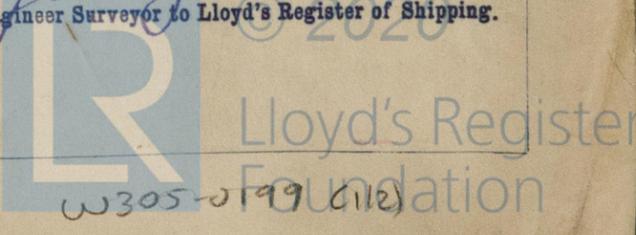
Fees applied for 7/2/38
Received by me, 19

G. de Ballandee
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Assigned B.S. 1, 38

5/38



Insert Character of Ship and Machinery precisely as in the Register Book

Is a Certificate required? If so, to be sent to

plating was found somewhat corroded and this has now been dealt with.

NOW DONE FOR SCREW SHAFT- Screw shaft, continuous liner, withdrawn, examined & found in good condition.

REPAIRS NOW EFFECTED: FOR WEAR & TEAR-

Port Ford Boiler- Port low furnace found somewhat deformed & now faired.

Starb. Ford. Boiler- All furnaces found somewhat deformed and now faired.

β

The Owners state that owing to scarcity of material the proposed modification to the boilers (See London letters "E" 13.12.37 & "E" 10.1.38) has been suspended in the meantime.

β

held. One furnace
failed. Crank shaft
changed. Sc. shaft same?

It is submitted that
this vessel is eligible for
THE RECORD.

DL 138

S. 138

DL

DL due 1-3-38
2 hrs held
5:39
Approved

24/2/38

mirrored bleed-through text from the reverse side of the page, including the words "THE RECORD" and "LLOYD'S REGISTER".