

(Received at London Office)

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 24.1.39 When handed in at Local Office 18/2/39 Port of PALERMO

No. in Reg. Book 69298 Survey held at PALERMO Date, First Survey 14.1.39 Last Survey 15.1.39
(No. of Visits 2)

on the ~~XXXXXX~~ Steel Sc. "A L A B A M A"
TONNAGE:— Built at Newcastle By whom Palmers' & Co. Id When 1903 8
GROSS 6725 Owners "Petroleum" Soc. An. di Nav. Owners' Address
UNDER DK. 5767 Managers - Port belonging to Genoa.
NET 3933

Surveyed Afloat or in Dry Dock? D. Dock Name of Dock Palermo. Destined Voyage Central America.
WB=Cell DBorDBa _____ 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. 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. 15186 Port Gen.

(Periodical Surveys, when held, must be reported in detail and seriatim 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.)

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?

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Year Assigned and now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
* 100 A.I. 1-38		* LMC.4-35 * NB.II-16 B.S.I-38
ss. Mab 2nd N°3-1,30		CL.I-38
ss. Gen. N°1-35		

Carrying Petroleum in bulk.
Fitted for oil fuel 1,09 F.P.
above 150°F.
Society's Freeboard (if assigned) as
painted on Ship and now verified } _____ ft. _____ ins.

REPAIRS, OR EXAMINATION AS PER RULE, FOR CONDITION & DECK ARRANGEMENTS.

Vessel placed in dry dock, bottom and rudder (rudder not lifted) cleaned, examined and recoated. Shell plating specially examined in way of openings, stem, stern frame, rudder with pintles and gudgeons, examined and found generally in good condition, except as stated under. The two bilge keels are distorted: that on starboard side is missing for about 1/3rd from forward and that on port side for about 1/3rd at centre. Plate E3 from aft starboard found slightly corroded in way of a few rivets in side stringers above the bilge, and in way of one of these rivets for a start of crack extending for about 10 cm. This plate has been repaired as under. Sundry slight indents noted on the sides, and traces of leakage from a few rivets in the shell plating in way of bunker on port side.

The various deck arrangements— Anchors and visible parts of the chains, windlass, hatchways and

SUMMARY OF DAMAGE REPAIRS	Shell Plates	Frames	R. Frames	Floors	Beams	Sta. Plates	DK. Plates	Other Items
Renewed								
Removed and Faired or Repaired								
Faired or Repaired in place								

**DUAL SURVEY
L.R. & R.I.**

PRESENT CONDITION OF THE	State if Tanks have been examined inside	Air and Sounding Pipes	Copper, or Y.M. of Wood Vessels
Decks <u>Good</u>	<u>No</u>	<u>From dk good</u>	<u>-</u>
Caulking of Decks <u>"</u>	<u>No</u>	<u>Good</u>	<u>-</u>
Coamings <u>"</u>		<u>Good</u>	<u>Good</u>
Beams & Fastenings <u>-</u>		<u>Good</u>	<u>"</u>
Outside Plating <u>Good</u>		<u>Good</u>	<u>From deck</u>
" " in way of sidelights <u>-</u>		<u>Good</u>	<u>No</u>
Breasthooks <u>-</u>		<u>"</u>	<u>Sails</u>
Transoms <u>-</u>		<u>"</u>	<u>Equipment letter</u>
Frames <u>-</u>		<u>"</u>	<u>at</u>
Reverse Frames <u>-</u>	<u>Not examined.</u>	<u>"</u>	<u>5=(2+1+1+1)</u>
Longitudinals <u>-</u>	<u>Not examined.</u>	<u>"</u>	<u>Chain Locker</u>
Transverses <u>-</u>		<u>"</u>	<u>Cables (State if now ranged)</u>
Floors <u>-</u>		<u>"</u>	<u>length (on board) mean diam.</u>
Keelsons <u>-</u>		<u>"</u>	<u>Rule length size</u>
Stringers <u>-</u>		<u>"</u>	<u>Stated complete</u>
Inner Bottom Plating <u>-</u>	<u>Yes</u>	<u>"</u>	<u>Hawser & Warps</u>
		<u>"</u>	<u>Good</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, 1,24," or "to remain as classed and to have record of survey, 1,24, and the notations of ss No. 1-24 and ptd24, &c."
This vessel is eligible, in my opinion, to remain as classed with fresh record of survey 1-39, subject to plate E3 from aft on starboard side being again examined at next dry docking, to 6 rivets in shell plating being caulked or renewed on port side in way of bunker and to the bilge keels being repaired at the Owners' convenience. (No Interim Certificate issued).

Survey Fee (per Section 20) Cond. Lit. 200.-
Special Damage or Repair Fee (if any) £
Travelling Expenses (if chargeable) Palermo £ Nil
Genoa £ 35.-
Second Surveyor's Fee (if any) £
Fees applied for, 18/2/39
Received by me, Jso
(Sgd) C.D'ARRIGO.
N.E. Surveyor to Lloyd's Register of Shipping.

Committee's Minute
Character Assigned Deferred for Comp. No 2
TUE. 14 MAR 1939
Lloyd's Register Foundation
w 305-0208 (12)

If No. is the Report sent now, or when will it be sent?

Is Certificate required? If so, to be sent to

DUAL CLASS

and other deck openings with relative battening down arrangements, exposed bulkheads of the superstructures, casing, skylights, gangways & other fittings and equipment, life saving appliances and fire extinguishing appliances, all found in order and generally in good condition.

Steering Gear- Examined the quadrant, rods and chains, pulleys (dismantled), buffers, brakes, hand and steam gears (examined externally) and found generally in good and efficient condition. The steering chains have their original diameter (40 mm.) and the rods a mean minimum diameter of 46 mm. in way of the zones where they are rubbed by the guide pulleys, and of 50 mm. elsewhere. Hand and steam steering gear tried under working conditions with satisfactory results.

WEAR & TEAR REPAIRS- NOW CARRIED OUT- On plate E3 from aft, electric welding repair carried out where corroded: the crack was veed out to sound metal and then welded with approved electrodes. As a precautionary measure, internally (in machinery space) a large and efficient cement box has been fitted.

(Sgd) C.D'Arrigo.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

If this Report is copied by Copying Press, special care must be taken that the copying paper is not so much stamped as to obscure the ink, or to cause it to show through to the other side.

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

ANCHORS.

Table with columns: Number of Certificate, Anchors #, Weight of Stock, Test per Certificate, Weight Required by Rule, Description of Anchor, Makers, Where and when tested and Superintendent.

* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

CHAIN CABLES.

Table with columns: 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.

This vessel is eligible for classification as to Class... subject to plate E3 from aft on starboard side being examined at next dry docking, to be riveted in shell plating being caulked or renewed on port side in way of bunker and to the barge keels being repaired at the Owner's convenience.

General Observations... The vessel is eligible for classification as to Class... subject to plate E3 from aft on starboard side being examined at next dry docking, to be riveted in shell plating being caulked or renewed on port side in way of bunker and to the barge keels being repaired at the Owner's convenience.

