

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

(Received at London Office)

FEB 20 1939

Date of writing Report 25/1/39. in When handed in at Local Office 9/2/39 in Port of PALERMO

No. in Register Book 298 Survey held at PALERMO Date, First Survey 14.1.39. Last Survey 15.1.39. (No. of Visits 2)

on the Machinery of the ~~WOOD, IRON or STEEL~~ Sc. "ALABAMA"

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

Indicated Horse Power 530 Boilers, when made (Main) 1903 (Donkey) 1903

No. of Main Boilers 3 SB Owners "Petroleum" Soc. Anon. di Nav. Owners' Address Genoa Voyage Central America
 No. of Donkey Boilers 1 Managers - Port Genoa

Steam Pressure in Main Boilers 180 lb. If Surveyed Afloat or in Dry Dock Palermo Dry Dock.
 No. of Donkey Boilers 75 lb. (State name of Dock.)

Previous Report No. _____ Port _____
 Particulars of Examination and Repairs (if any) COMM. B.S.

Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the nature 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 details being detailed in the body of the report, should be briefly summarised at the end of the report. State also the dates and initials of any letters respecting this case.

Where 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 why they were declined.

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

CHARACTER. (For Special Survey Date of last Survey and of Periodical Surveys.)	Year and month when last surveyed.	Machinery and Boiler Survey (including date of N.B., if any).
* 100 A.I. 1-38		* LMC.4,35
ss. Mdb. 2nd N°3-1,30		* NB. II-16
ss. Gen. N°1-35		B.S. I-38
		CL. I-38
Carrying Petroleum in bulk. Fitted for oil fuel above 150°F.		

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Yes, Aft Boiler

Do the same for Donkey Boilers? No

If this was not done, state for what reasons? The P. & S. Forward Boilers & the Donkey Boiler not prepared for survey.

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? _____

State latest date of internal examination of each boiler After M.B. 1/39. Present condition of funnel(s) _____

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes, Aft M.B. To what pressure were they afterwards adjusted under steam? Not adjusted.

Did the Surveyor examine the Safety Valves of Donkey Boiler? _____ To what pressure were they afterwards adjusted under steam? _____

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes, of Aft M.B. and of the Donkey Boilers? _____

Did the Surveyor examine the drain plugs of the Main Boilers? _____ and of the Donkey Boiler? _____

Did the Surveyor examine all the mountings of the Main Boilers? _____ and of the Donkey Boiler? _____

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

Has shaft now been changed? _____ 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? _____

State 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 Not taken.

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

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done To complete the Boiler Survey the safety valves of the after main boiler remain to be adjusted under steam and the complete survey of the two forward main boilers and donkey boiler requires to be carried out.

WORK DONE:- After Main Boiler- Examined internally and externally in all its parts together with safety valves, mountings and doors and found in good and efficient condition. As the vessel left with the two forward boilers only under steam no safety valves have been adjusted.

VESSEL PLACED IN DRY DOCK: Propeller, (one blade of which found slightly chipped at the edge); visible part of screw shaft, and outside fastenings, examined and found in efficient condition. The wear down was not taken as the propeller was too close to the bush and also reliable flexible feelers were not available.

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

General Observations, Opinion, and Recommendation:— The machinery parts, so far as now examined, are in good and efficient condition, and the vessel merits to remain as classed with fresh record of S.I-39 when the survey has been completed.

Survey Fee (per Section 29) B.S. Lit. 185.-
Docking " 150.-

Special Damage or Repair Fee (if any) £ _____
 Travelling expenses (if chargeable) Palermo Nil
Genoa 30.-

Fees applied for 9/2/39
 Received by me, _____
 (Sgd) C.D'Arrigo.
N.E. Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute _____
 Assigned _____
 DUAL CLASS

TUE 24 MAR 1939
Deferred

Lloyd's Register Foundation
 W305-0211