

Declaration of average of the Italian S.S "ALABAMA" of 4527 registered Tons, whose home port is Genoa, Italy, in its voyage from Baytown to London.

From March 2, 1931 - In the afternoon of 3/2 we navigate with wind and sea from the first quadrant, velocity 5, we note through a continual lowering of the glass. In the night of the 3rd the wind and sea increases in velocity, we have violent rain squalls. Steamer lurches and rolls, the sea breaking over the deck. At noon of the 3rd we are in Lat. 36-37 N. and Long. 69-11 WG.

From March 3, 1931
to March 4, 1931.

In the afternoon of the 3rd the wind reaches the 2nd quadrant with increasing velocity, the sea increases intensity, towards 3 P.M. we note that ship is suffering severely from the vibrations and we reduce our speed to one half. The glass continues to go lower. The sea invades our deck. Towards 12.30 A.M. of the 4th the wind diminishes unexpectedly but the sea continues to be very rough. The glass continues to go lower until it reaches a pressure of 28' 04" demonstrating to us that we must be in the centre of the depression. In fact at 4 A.M. unexpectedly the wind increases with velocity until furious from the W. It lifts great columns of water and which at times completely submerge and cover the ship. At 4.15 A.M. the quartermaster informs me that although he has the rudder hard a starboard the ship continues to go to port side. In fact shortly afterwards steamer plunges in the trough of the sea. The wind and sea are so furious that we are unable to remedy the situation. The sea completely invades the steamer and therefore for the safety of the ship, and its crew and cargo, I order to pump some cargo in the sea. In fact after many attempts we are able to open up the valves of No. 5 and of the discharge pipe and we begin to pump. After several attempts we are able to go back aft and rig up the hand steering gear and we try to continue our course. Notwithstanding that we have our rudder hard a starboard and the engine at full speed and steamer always remains in the trough of the sea. I then give orders to put out bags of oil on the lee side, in the lavatories and baths. Becoming relatively calm we suspend pumping cargo overboard. We put our engines slow in order to head the sea but this last move makes conditions worse as the sea strikes the steamer as if it was a solid mass. Therefore we again put on full speed and we notice the ship is working better. The sea continues to sweep our deck and do damages. At noon of the 4th I judge we are in Lat. 37-15 N. and Long 67-28 WG. Towards 1 p.m. on the 4th the weather moderates and we are able to again pursue our course, meanwhile to try to repair our steering engine but we note that the shaft holding the rudder chain on the starboard side is broken, and we are compelled to

From March 4 to
March 5, 1931.

Translation fo Log.

steer by hand. In agreement with my chief engineer and officers, in order to save the ship and cargo we decide to put in at the nearest port in order to effect repairs and proceed on our destination. at 3 p.m. I figure I am in Lat. 38-00 n. long 67-20 WG we steer our course for Delaware Bay, governing the best we can and always verifying the position of the ship. We navigate all night of the 5th with strong wind and heavy seas from W.NW. The glass continues to rise. At noon we are in Lat. 38-19 N. e Long 69-55 WG.

From March 5, 1931 to - In the afternoon of the 5th we have frequent rain
March 6, 1931 squalls and hail with strong gusts of wind from the W. which kick up enormous waves. The whole hand steering wheel receives frequent strong shocks.

At intervals we tighten the holden down bolts and in order to avoid other damages with rig up tackle to assist. The sea breaks over the deck causing other damages. This weather continues until about midnight, In the early hours of the 6th the wind continues to diminish and so does the sea. In fact at 2.30 a.m. we again go at full speed, as we had reduced our speed at 3.30 p.m. of the 5th to avoid other damages. At noon the steamer is in Lat. 38-27 N. & Long. 73.31 WG.

From March 6th to - At 4.40 p.m. we sight Five Fathom Bank, at 5.15 p.m.
March 7, 1931 - we are abreast, distance 2 miles, At 7 p.m. we anchor 4 miles E. of Overfall to await tugs which had already been ordered by radio in accordance with agents.

In consequence of this report of mine, I declare General average and therefore request a survey to attest to the damages sustained by the storm, either to my hull, engines or cargo.

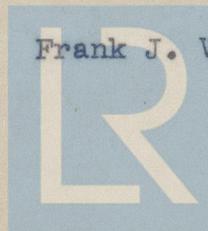
(Signed) DEBIOIA (MASTER)

Philadelphia, Pa. March 7, 1931 A.p.

Visaed by Italian Consul,
March 9, 1931 Phila. Pa.
(Signed) A. Salati.

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Frank J. Valetti. © 2020



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Foundation