

X

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NEW YORK.

*52-54, Leadenhall Street,  
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4th December, 1931.

AND AT LLOYD'S AND THE BALTIC.

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The Secretary of Lloyd's Register of Shipping,

LONDON.

Dear Sir,

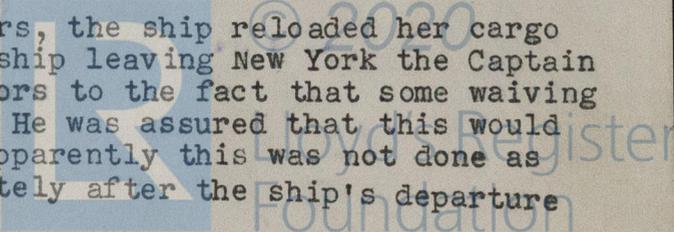
s.s. "ALABAMA".

With reference to the conversation the Writer had this morning with your Dr. Montgomerie we take the liberty of informing you of the following :-

Our s.s. "ALABAMA" loaded with a full cargo of gasoil from Baytown (Texas) to U.K. put into Philadelphia on March 1931 owing to bad weather and on account of damage to the steering gear. Lloyd's Register's Surveyor at Philadelphia recommended her cargo to be discharged into shore tanks and the ship placed in dry dock for further examination which was done. Tenders were called for repairing the damages ascertained in dry dock, the successful bidder being the United Dry Dock of New York. The steering gear (drum shaft) was repaired at Philadelphia and the ship proceeded in ballast to New York to complete repairs. These repairs were carried out under the supervision of Lloyd's Register's Inspector (acting also for Registro Italiano) and Mr. Thomas H. White acting for the Hull Underwriters, a Surveyor for the Owners, was appointed by the ship's Agents (Messrs. Simpson Spence & Young) but no report was ever received by us from this Gentleman.

On completion of repairs, the ship reloaded her cargo and proceeded to U.K. Prior to the ship leaving New York the Captain called the attention of the Surveyors to the fact that some waiving had appeared on the bridge deck. He was assured that this would be taken into consideration, but apparently this was not done as none of the reports issued immediately after the ship's departure

W305-0302 (1/3)



4. 12. 31.

The Secretary of Lloyd's Register of Shipping.

CONTINUATION SHEET NO 1.

referred to the waiving of the deck plates.

Some repairs of minor importance were left to be dealt with at Owners convenience and the L. P. cylinder (found cracked) to be examined on the ship's arrival at a U.K. port.

The Writer met the ship at Manchester and called the immediate attention of the Underwriters to the deck, waiving.

The Underwriters sent their Surveyor, Mr. Decker (Naval Architect) to ascertain the damage.

On completion of discharge (at Avonmouth) the ship proceeded in ballast to Genoa.

At Genoa the waiving of the deck was measured by Lloyd's Surveyors, Registro Italiano's Surveyors, the Surveyor appointed by the Genoa Tribunal, and by Mr. Decker, Underwriters' Representative. (A plan showing the waiving of the deck plates under various conditions is herewith attached) Repairs were carried out on this deck according to the Classification Societies' recommendations. As expected although the waiving was considerably reduced, it was not eliminated.

On the 16th November to our great surprise, we received from Mr. Decker (Hull Underwriters' Representative) two reports, one dated New York 7th October, and one dated Philadelphia 21st October, 1931. The originals were shown to your Dr. Montgomerie, and photographic copies are herewith enclosed.

With reference to these reports, we now take the liberty of asking you the following :-

NEW YORK CERTIFICATE:

22/12/31 — Upon whose request was this certificate issued, and why this is not stated in the certificate as usual ?

x Has Lloyd's Surveyor authority to express his opinion about a ship classed with Lloyd's and especially to sign a document in conjunction with other private Surveyors, stating such opinion ?

22/12/31 — To whom was this certificate delivered, and why Owners were not at least notified that such document was being issued ?

W305-0302 (2/3)

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x Are we to consider this certificate as an official certificate issued by Lloyd's ?

PHILADELPHIA CERTIFICATE.

22/12/31

x Upon whose request was this certificate issued, and why this is not stated in the certificate as usual (please note that the printed words "At the request of" are crossed out) ?

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x Why the wording of this certificate is exactly the same as that used for the New York certificate ?

BOTH CERTIFICATES.

3/2/32 (p.4)

Signs of the recent origin of the waiving of the deck have been discovered at Genoa.

Why do the certificates conclude that because the damage could not be attributed to the bad weather on the 4th March no recommendations were made ?

The fact that these certificates were issued and are now in the hands of the Underwriters, (who refuse to pay for the deck damages on the strength of such certificates) is greatly detrimental to our interest and therefore, we shall be much obliged if you will give this matter your attention, as this is also holding up the settlement of the average.

In case you should make enquiries in the United States, we shall be glad if you will do so by cable and charge us with the expense met.

Thanking you in anticipation,

We are,

Yours faithfully,  
PETROLEUM S. A. DI NAVIGASIONE,

*J. Schumacher* © 2020  
Manager.

P.S. Our London Agents are Messrs. Matthews, Wrightson & Co. Ltd., 52 Leadenhall St., E.C.3.

Referred to the Chief Ship Surveyor.

*hms*

5 DEC 1931

Also for Mr. Carey to note.

Also for Mr. S. A. Hill to note.

*Spl*



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Lloyd's Register Foundation