

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report Jan. 23rd 1942

then handed in at Local Office

Port of SAN FRANCISCO

No. in
Reg. Book.

Survey held at San Francisco

Date, First Survey 2nd Nov.,

Last Survey 3rd Dec.,

1941

(No. of Visits 15)

79251 on the ~~XXXXXX~~ Steel T.S.S. "MAUI"

YEAR.

MONTH.

26379 TONNAGE:-

Built at San Francisco

By whom Union Iron Works Co.

When 1917 - 4

GROSS 9941

Owners U.S. Maritime Commission

Owners' Address -
(if not already recorded in Appendix to Register Book).

UNDER DE -

Managers -

Port belonging to San Francisco

NET 5933

Surveyed Afloat or in Dry Dock Both

Name of Dock Hunter's Point

Destined Voyage -

Cell DBor DBa

feet; uE&B

feet; f

feet

total capacity

tons. FPT

tons; APT

tons; MT

feet

tons.

Particulars of Classification (which must be inserted
precisely as in Register Book & Supplements)CHARACTER.
* for Special Survey.
Date of last Survey and of
Periodical Surveys.Machinery and Boiler
Surveys
(including date of N.B., in any).

\$100 A 1 Shelter \$1MC

dk with free-

MS 7.37

board 11.40

BS 1.41

ssS. Fo. No. 3-10, 29

TS CL 11.40

ssS. Fo. No. 2-37

Fit. for oil

fuel 4.17

S.W.T.Bs.

FP. above 150° F.

Society's Freeboard (if assigned) as
painted on Ship and now verified

Only alterations in the existing records of tanks should be inserted.

N.B.—All alterations in the existing records should be underlined.

Last Report, No. 8454. Port S70

(Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules and items remaining to complete the Surveys should be summarised. 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 Report herewith.

Was a damage report made by anyone else? If so, by whom? United States Salvage

And Alterations

REPAIRS, OR EXAMINATION AS PER RULE, FOR Part 2nd S.S. No. 3/and damage one (1) to No. 2 tank top, specially to

cause of damage not stated, and damage two (2) stated to have been sustained on the 2nd November, 1941, by collision with the S.S. "ABSAROKA", when proceeding from Crockett to Hunter's Point Dry-Supply

Dock. It was stated that the accident occurred below the San Francisco Bay Bridge; the "MAUI", and 30 fms. then proceeded to a point 500 yards east of the Hunter's Point Dry Dock.

To complete the survey for notation 2nd S.S. No. 3 all the rule requirements remain to be carried out with the exception of the following: NOW DONE:- Fore and after peak tanks, forward

deep tanks and after deep tanks, port and starboard, now tested to rule requirements. Cofferdam in fire room examined internally. Nos. 2 and 4 double bottom tanks, port and starboard, pressure

tested to rule requirements. Windlass overhauled and examined.

S. R. L:- Permanent repairs to No. 3 double bottom tank top and tank ceiling have been effected

SUMMARY OF DAMAGE REPAIRS:-

Shell Plates.

Frames.

R. Frames.

Floors and Bracket Floors

Beams.

Inner Bottom Plates.

Dk. Plates.

Other Items:-

(P. T. O.)

Renewed

12

5

13

Removed and Faird or Repaired

Faird or Repaired in place

PRESENT CONDITION OF THE

Decks Good

Caulking of Decks "

Coamings "

Beams & Fastenings "

Outside Plating "

Frames Good

Reverse Frames "

Longitudinals "

Transverses "

Floors "

Keelsons Good

Stringers "

Inner Bottom Plating "

Have the Tanks been examined internally? NO

Have the Tanks been tested? "

Bulkheads

Ceiling

Asphalt

Rudder

Steering gear and its connections

Windlass

Have pumps been examined and found efficient?

Have Sluice Valves been examined and found efficient?

Have Watertight Doors been examined and found efficient?

Have Ventilators and their Coamings been examined and found efficient?

Air and Sounding Pipes

Doubling Plates under Sounding Pipes

Good

"

"

Good

"

"

"

"

"

"

"

Yes

"

"

"

Engine Room Skylights.

Coal Bunkers, Openings, Covers, &c.

Oil Bunkers

Scuppers

Cargo Hatchways

Hatches

Planking

Caulking

Treenails

Breasthooks & Stems

Transoms, Pointers & Crutches

Timbers of Frame at openings

" at other places

Stringers, Clamps & Shelves

Salting

(State if examined.)

Good

"

"

Good

"

"

"

"

"

"

"

"

"

"

"

Copper, or Y.M. (State if on Felt.)

When fitted, Month Year

Boats Good

Masts, Yards, &c. "

Condition, how ascertained From Deck

(State if wedges removed)

Equipment letter e t

Anchors, No. of "

Cables (State if now ranged) No

" length mean diam.

(on board)

" Rule length size

Chain Locker Good

Hawsers & Warps

Standing and Running Rigging

Sails

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 classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,38," or "to remain as classed and to have record of survey, 1,38, and the notations of ss No. 1-38."

This Vessel is eligible in my opinion to remain as classed with fresh record of survey 11,41 the notation 2nd S. S. No. 3 being deferred until completion of the survey subject to stern frame shoe (EW 11,40) being examined at next dry docking; also subject to 15 fathoms of chain cable being supplied at Owner's convenience.

Survey Fee (per Section 20) \$100.00
Underwriters Fee \$400.00
Special Damage or Repair Fee (if any) \$400.00
a/c Und. Absaroka \$100.00
Travelling Expenses (if chargeable) \$22.00
L.F. & S.F. \$20.00
Second Surveyor's Fee (if any)

Fees applied for,
Jan. 13, 1942

Received by me,

19

Committee's Minute

Character Assigned

Deferred for exam. of S.S. 2nd NO. 3
T.S. 11, 41.

Surveyor to Lloyd's Register of Shipping.

FRI. 8 MAY 1942

Lloyd's Register
Foundation

Is Certificate required? If so, to be sent to

219520-774700-624600

Continuation of Report No. 8499 dated January 23, 1942 on the

T. S. S. "MAUI"

frames 131 to 177 renewed. Handrails and stanchions from frames 131 to 177 renewed.
13 stanchions from shelter deck to boat deck at frames 136 to 176 faired in place.
New accommodation ladder, platform and fittings fitted. One 16" horn cleat on
stanchion between boat deck and shelter deck at frame No. 168 renewed.

PORT SIDE SHELL PLATING:- Shell plates O-14, N-14, N-15, M-15, L-13, L-14, K-14, K-15, J-15, H-14, G-14, G-15, renewed. Shell plate M-16 and doubler under same released

XXXXXXXXXXXXXXXXXXXX and faired in place. Doubling plate behind plate K-15 renewed.

DEEP TANK:- 5 frames 81, 82, 83, 84 and 85 renewed together with shell connections.

4 frames 86, 87, 88, and 89 removed, faired and refitted. 2 lower stringer plates part

renewed together with shell and frame connections. Frames 79 and 86 removed, faired

and refitted. Web frame No. 85 removed, faired and refitted. Frames 80, 81, 83, 84

and 85 removed, faired and refitted. Angle stiffener on bulkhead at frame No. 82

renewed. Stringer plate between frame spaces 83 and 84 and 77 and 78 renewed. Beams

at frames 79, 80 and 81 cropped 30" from outboard; new sections fitted to remaining

beam sections with welded butts. DEEP TANK TOP:- One stringer plate renewed. Two

Clapper valve casting renewed together with connecting piping. Deck Beams in No. 2

Hold and Shelter Deck in way of damage faired, cropped and replaced as found necessary.

No. 2 Hold:- All tank top wood ceiling and bilge limbers renewed. Cargo battens

contaminated by fuel oil for a height of 12'-0" renewed. Cargo battens in way of

damage between main and upper decks renewed. Bulkhead Plating, angles and stiffeners

No. 80 divisional bulkhead between No. 2 D.B. Tank and Deep Tank, Port Side, partly

renewed with angles and stiffeners. 10'-0" of Frames 78 and 79 cropped and new frame

sections fitted with welded butts. No. 5, port and starboard, fresh water tanks

cleaned, tested and washed out with fresh water. One length of 5 hole Brigs section

renewed.

ALTERATIONS:- New platform deck fitted in No. 1 hold between tween deck and main deck.

as per plan approved by New York Office dated November 2, 1941.

007439-007447-00

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