

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report Jan. 23rd 1942 when 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"

TONNAGE: Built at San Francisco By whom Union Iron Works Co. When 1917 - 4
GROSS 9941 Owners U.S. Maritime Commission Owners' Address -
UNDER DEK. Managers - Port belonging to San Francisco
NET 5933

Surveyed Afloat or in Dry Dock Both Name of Dock Hunter's Point Destined Voyage -
Cell/Dor/Dba feet; uE&B feet; f feet } Particulars of Classification (which must be inserted
total capacity tons. FPT tons; APT tons; MT feet tons. } precisely as in Register Book & Supplements)

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

Last Report, No. 8454 Port 570

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	#IMC
dk with frae-	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.

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR And Alterations Part 2nd S.S. No. 3/and damage one (1) to No. 2 tank top, 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-Dock. It was stated that the accident occurred below the San Francisco Bay Bridge; the "MAUI", 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:-
Renewed	12	5	13					(P. T. O.)
Removed and Fair'd or Repaired								
Fair'd or Repaired in place								

PRESENT CONDITION OF THE

Decks Good	Bulkheads Good	Engine Room Skylights Good	Copper, or Y.M. (State if on Felt.)
Caulking of Decks "	Ceiling "	Coal Bunkers, Openings, Covers, &c. "	When fitted, Month Year
Coamings "	Asphalt	Oil Bunkers "	Boats Good
Beams & Fastenings "	Rudder Good	Scuppers Good	Masts, Yards, &c. "
Outside Plating "	Steering gear and its connections "	Cargo Hatchways "	Condition, how ascertained (State if wedges removed)
" " in way of sidelights -	Windlass "	Hatches "	Equipment letter e t
Frames Good	Have pumps been examined and found efficient?	Planking -	Anchors, No. of
Reverse Frames "	Have Sluice Valves been examined and found efficient?	Caulking -	Cables (State if now ranged) No
Longitudinals -	Have Watertight Doors been examined and found efficient?	Treenails -	" length mean diamr. (on board)
Transverses -	Have Ventilators and their Coamings been examined and found efficient? Yes	Breasthooks & Stemon -	" Rule length size
Floors -	Air and Sounding Pipes -	Transoms, Pointers & Crutches -	Chain Locker -
Keelsons -	Doubling Plates under Sounding Pipes -	Timbers of Frame at openings -	Hawsers & Warps Good
Stringers -		" " at other places -	Standing and Running Rigging -
Inner Bottom Plating -		Stringers, Clamps & Shelves -	Sails -
Have the Tanks been examined internally? NO		Salting - (State if examined.)	
Have the Tanks been tested? "			

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	Fees applied for, Jan. 13, 1942	
Underwriters Fee	\$400.00	Received by me,	
Special Damage or Repair Fee (if any)	\$400.00	19	
a/c Und. Absaroka	\$100.00		
Travelling Expenses (if chargeable)	\$22.00		
L. F. & S. F. Second Surveyor's Fee (if any)	\$20.00		

NEW YORK FEB 11 1942

Surveyor to Lloyd's Register of Shipping.

FRI. 8 MAY 1942

Committee's Minute

Character Assigned

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

Lloyd's Register of Shipping Foundation

Is Certificate required? If so, to be sent to

007434-007447-025612

If so, is the Report sent now, or when will it be sent?

10m.10.35.—Transfer InL. (MADE IN ENGLAND.) (The Surveyors are requested not to write on or below the space for Committee's Minutes.)

at this time, therefore, these items could now be deleted from the Special Reasons List, and the stern frame shoe (EW 11,40) also examined and found efficient. The 15 fathoms of chain cable have not been supplied at this time.

NOW DONE:- Vessel placed in dry dock, bottom, rudder, stern frame cleaned and examined. Damaged shell plating repaired and all parts recoated. Examined decks, hatches, ventilators and coamings and now found or placed in good condition.

Damage (1) Repairs:- No. 2 Double Bottom Tank:- One Tank Top Plate, port side, renewed.

Port Side

Damage (2):- Nos. 2 and 4 lifeboats with canvas covers and equipment renewed. Forward Davit (Welin Type) of No. 2 lifeboat renewed. Davits of Nos. 2 and 4 lifeboats removed and refitted. Blocks and rope falls of Nos. 2 and 4 lifeboats placed in good order and 4 wooden boxes for lifeboat falls stowage renewed. New Chocks, gripes and connections fitted to Nos. 2 and 4 lifeboats.

BOAT DECK FORWARD:- Handrails between Nos. 2 and 4 lifeboats renewed. Stringer plate with stringer angle renewed from frame 78 to frame 92. Wood deck, in way of stringer, from 78 to 92 frames renewed and remainder of this wood deck in way of damage caulked. 11 deck beams (frames 81 - 91) cropped 30" from outboard; new sections fitted with welded butts. 50'-0" of curtain plate renewed. Awning rail and eyebolts from frames 72 to 97 renewed. One Scupper pipe from boat deck to shelter deck renewed.

BOAT DECK AFT:- Stringer plate and stringer angle from frames 147 to 157 inclusive renewed. Curtain plate with connections from frames 147 to 159 inclusive renewed. Wood deck in way of buckled stringer plate renewed and wood deck inboard from frames 147 to 161 caulked. 12 Angle Iron Rail stanchions and 4 flat bar braces, also 1 angle bar rail stanchion renewed. 60'-0" handrails in way of damage renewed. One turnbuckle of forward funnel stay renewed. Jackstay on curtain plate from frame 135 to frame 173 renewed. Nine boat deck beams and connections from frames 148 to

(SEE BELOW)

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 Ex. Stock, 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.

156 inclusive cropped 30" from outboard and new sections fitted with welded butts. Three new scupper pipes from boat deck to shelter deck at frames 136, 152 and 176 fitted.

SHELTER DECK FORWARD:- Rails and handrail from frames 69 to 118 renewed. Two stanchions from boat deck to shelter deck at frames 88 and 92 renewed. Eight Tee Bar stanchions from boat deck to shelter deck at frames 76 to 105 renewed with connections. Two Tee Bar stanchions at frames 109 and 113 renewed with connections. Two new wooden racks for life ring buoys located at frames 100 and 135 fitted. Stringer plate with half round beading amidships renewed. A number of eyebolts, cleats and pads in way of damage renewed. Trolley track of No. 2 side loading port renewed. Wood top rail from

CONTINUED ON PAGE NO. 3.

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

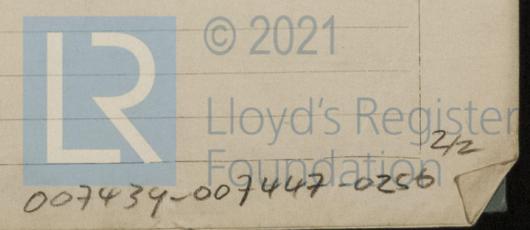
XXXXXXXXXXXXXXXXXXXX and faired in place. Doubling plate behind plate K-15 renewed. DEEP TANK:- 5 frames 81, 82, 83, 84 and 85 renewed together with shell connections.

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 at 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" Hold Bilge suction renewed.

ALTERATIONS:- New platform deck fitted in No. 2 Hold between 'tween deck and tank top as per plan approved by New York Office dated November 25th, 1941.

Robert Hart



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