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(see S. Fo. Report No. 8499)

Lloyd's Register of Shipping. *recd 9/4/42*

7 - MAY 1942



Port SAN FRANCISCO

[Signature]
January 13th, 1942

This is to Certify that

H. N. CLEGG

the undersigned Surveyor to this Society did at the request of the McCormick Steamship Company, Owners of the Steel Screw Steamer "ABSAROKA", also Captain Walter Gay, Lloyd's Agent, San Francisco, California, attend on board the T.S.S. "MAUI", November 5th, 1941, while lying in dry dock at Hunter's Point, San Francisco, and make survey without prejudice for the purpose of ascertaining the nature and extent of damage stated to have been sustained through collision with the S.S. "ABSAROKA", November 2nd, 1941, in San Francisco Harbor.

For full particulars see Ship's Log Books.

NOTE:- Log Books taken ashore; not available to the undersigned.

Attending at this Survey:-

- Mr. Paul Thompson, Representing Watson Navigation Company,
- Mr. W. S. Sturgill, " " " "
- Mr. Murdoch Murray, " United States Salvage Ass'n.
- Mr. R. Lockhart, " Lloyd's Agent,
- Mr. H. N. Clegg, " " "

This Certificate is issued upon the terms of the Rules and Regulations of the Society, which provide that:-

"While the Committees of the Society use their best endeavours to ensure that the functions of the Society are properly executed, it is to be understood that neither the Society nor any Member of any of its Committees is under any circumstances whatever to be held responsible for any inaccuracy in any report or certificate issued by the Society or its Surveyors, or in any entry in the Register Book or other publication of the Society, or for any error of judgment, default or negligence of any of its Committees or any Member thereof, or the Surveyors, or other Officers or Agents of the Society."

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Lloyd's Register
Foundation
007439-007447-0257

Upon examination the undersigned surveyor found:

All Damage on Port Side of Vessel

FOUND

RECOMMENDED

Dry Dock Vessel for examination and repairs.

Life Boats and Equipment

- | | |
|--|---|
| (1) Two 50 person metal life boats, port side, crushed and broken, equipment for same damaged or lost overboard. | To be renewed and fully equipped. |
| (2) Forward arm and base of forward port life boat davit broken and twisted. | To be removed and replaced with new Welin screw type. |
| (3) After davit of the forward port lifeboat bent. | To be removed, faired and replaced. |
| (4) Forward davit of the after port life boat twisted and bent. | To be removed, faired and replaced. |
| (5) After davit of the after port life boat bent. | To be removed, faired and replaced. |
| (6) Davit blocks and falls of the forward port life boat lost overboard. | To be renewed. |
| (7) Davit blocks and falls of the after port life boat lost overboard. | To be renewed. |
| (8) Chocks, gripes and pelican hooks of the forward port life boat lost overboard. | To be renewed. |
| (9) Chocks, gripes and pelican hooks of the after port life boat lost overboard. | To be renewed. |
| (10) Four (4) wooden boxes for stowing life boat falls smashed. | To be renewed. |

FORWARD BOAT DECK

- | | |
|---|----------------|
| (11) Steel railing between #2 and #4 life boats buckled and bent. | To be renewed. |
| (12) Deck stringer plate between frames #78 and #92 fractured and bent. | To be renewed. |



FOUND

RECOMMENDED

(13) Stringer angle bar between frames #78 and #92 buckled and bent.

To be renewed.

(14) Teakwood decking over stringer plate split and broken.

To be renewed and caulked approximately five pieces 20 feet long.

(15) Caulking between teakwood decking in way of house started.

To be re-caulked.

(16) Outboard ends of eleven deck beams, between frames #81 and #91 buckled.

Damaged ends to be cut off and replaced with new sections (approximately 36").

(17) Frieze plate facing in way of stringer plate fractured and bent.

To be renewed, 50'-0" in length.

(18) Awning rail and eye-bolts between frames #7^h and #97 broken and carried away.

To be renewed.

(19) Scupper pipe from boat deck to shelter deck broken and carried away.

To be renewed.

After Boat Deck

(20) Deck stringer plate, between frames #1^h7 to #159, bent and buckled.

To be renewed.

(21) Frieze plate bent and buckled.

To be renewed.

(22) Brackets in way of frieze plate fractured.

To be renewed.

(23) Teakwood decking over deck stringer plate between frames #1^h7 and #160 split and broken.

To be renewed.

(24) Teakwood deck caulking inboard of deck stringer plate between frames #1^h7 and #160 started.

To be re-caulked.

(25) Twelve (12) angle iron rail stanchions bent and buckled.

To be removed, faired and replaced.

(26) Four (4) flat bar stanchion braces bent.

To be removed, faired and replaced.

(27) One (1) angle iron rail stanchion bent and buckled.

To be renewed.

(28) Sixty (60) feet of round iron railing (3 tiers) in way of deck stringer plate bent and buckled.

To be renewed.



FOUND

RECOMMENDED

-) Awning rail on face of frieze plate buckled and broken. To be renewed.
-) Turnbuckle on smoke stack stay, port side, broken. To be renewed.
-) Nine (9) deck beam ends, between frames #1st and #156 bent and buckled. Damaged ends to be cut off and new sections butt welded to original beams.
-) Brackets in way of deck beams between frames #1st and #156 bent and broken. To be renewed.
-) Three (3) scupper pipes from boat deck to shelter deck at frames #136, #152 and #156 bent and broken. To be renewed.

Forward Shelter Deck

-) Teak cap rail and round iron railing between frames #69 to #117 bent and broken. To be renewed.
-) Two (2) iron rail stanchions at frames #88 and #192 bent and broken. To be renewed.
-) Seven (7) iron rail stanchions bent inboard. To be removed, faired and replaced.
-) Eight (8) tee bar stanchions, between frames #76 and #105 badly buckled. To be renewed.
-) Eight (8) bracket connections in way of the above stanchions fractured and buckled. To be renewed.
-) Two (2) tee bar stanchions at frames #109 and #113 bent. To be removed, faired, and replaced.
-) Trolley track of No. 2 side loading port buckled. To be renewed.
-) Two (2) wooden life buoy racks at frames #100 and #113 broken. To be renewed.
-) Shelter deck stringer plate indented. To be part released, faired and re-riveted.
-) Stringer angle in way of plate fractured and buckled. To be renewed.
-) Half round bead bar in way of plate fractured. To be renewed.



FOUND

RECOMMENDED

(45) Eye bolts and pad eyes in way of damaged plates buckled. To be renewed.

After Shelter Deck

(46) Teakwood cap rail between frames #131 and #177 split and broken. To be renewed.

(47) Railing stanchions between frames #131 and #177 bent inboard. To be removed, faired and replaced.

(48) Round iron railing (3 tiers) between frames #131 and #177 bent and buckled. To be renewed.

(49) Eleven (11) tee bar deck stanchions between frames #136 and #176 badly buckled. To be renewed.

(50) Clips and brackets in way of eleven stanchions between frames #136 and #176 fractured and bent. To be renewed.

(51) Two (2) tee bar stanchions bent. To be faired in place.

(52) Accommodation ladder with platform and fittings lost overboard. To be renewed with one of similar design.

(53) 16" horn cleat on stanchion between boat and shelter decks at frame #168 broken. To be renewed.

Shell Plates

(Plates numbered from bow)

54) Plate #1^h in sheer strake badly buckled. To be renewed.

55) Plate #1^h M strake badly buckled. To be renewed.

56) Plate #15 M strake badly buckled. To be renewed.

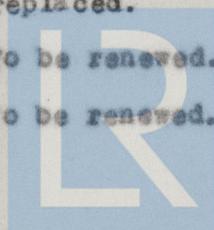
57) Plate #15 M strake badly buckled. To be renewed.

58) Plate #16 M strake indented. To be faired in place.

59) Doubler plate in way of plate #16 M strake bent. To be released, faired and replaced.

60) Plate #13 L strake fractured. To be renewed.

61) Plate #1^h L strake buckled. To be renewed.



FOUND

RECOMMENDED

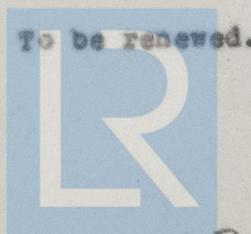
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|---|----------------|
| (62) Plate #1 ^h , K strake, buckled. | To be renewed. |
| (63) Plate #15, K strake, buckled. | To be renewed. |
| (6 ^h) Doubler plate in way of plate #15, K strake, fractured. | To be renewed. |
| (65) Plate #15, J strake, fractured. | To be renewed. |
| (66) Plate #1 ^h , H strake, fractured. | To be renewed. |
| (67) Plate #1 ^h , G strake, fractured. | To be renewed. |
| (68) Plate #15, G strake, buckled and fractured. | To be renewed. |

Deep Tank (Internals)

- | | |
|---|--|
| (69) Five (5) frames, #81, #82, #83, #8 ^h and #85, in way of damaged shell plating bent and buckled. | To be renewed. |
| (70) Four (^h) frames, #86, #87, #88 and #89 bent. | To be removed, faired and replaced. |
| (71) Brackets and clips in way of the above frames bent and buckled. | To be renewed or faired and replaced as found necessary. |
| (72) Two (2) lower stringers in way of damaged shell plates buckled. | To be renewed. |

Tween Decks Main To Shelter

- | | |
|--|-------------------------------------|
| (73) Shell frames, #79 and #86, bent. | To be removed, faired and replaced. |
| (7 ^h) Web frame #85 buckled. | To be removed, faired and replaced. |
| (75) Shell frames, #80, #81, #83, #8 ^h and #85 buckled. | To be renewed. |
| (76) Bracket connections, in way of above frames, fractured and buckled. | To be renewed. |
| (77) Stringer plate and bounding angle in way of bulkhead #82 badly buckled. | To be renewed. |
| (78) Outboard bulkhead stiffener badly bent. | To be renewed. |



FOUND

RECOMMENDED

Main deck stringer plate between frames #77 and #78, also between #83 and #84, buckled.

Damaged sections to be cut out and renewed by welding.

Bounding angle in way of stringer plate cracked and buckled.

To be renewed.

Three (3) outboard ends of main deck beams, #79, #80 and #81, badly bent.

Damaged ends to be cut off, and new sections butt welded to existing beams.

Brackets, in way of deck beams #79, #80 and #81 and shell frames, buckled.

To be renewed.

Shelter Deck

Stringer plate and bounding angle forming part of deep tank buckled.

To be renewed.

Six (6) deck beams in way of above stringer plate bent at outboard ends.

Damaged ends to be cut off and new sections butt welded to existing beams.

Six (6) brackets in way of damaged beams bent.

To be removed, faired and replaced.

Two (2) 5" clepper valves and connecting soil pipes fractured and bent.

To be renewed.

No. 2 Lower Hold

Stringer plate, after bulkhead #80, buckled.

To be renewed for full depth of deep tank.

Bounding angle in way of stringer plate buckled.

To be renewed.

Two (2) stiffeners, in way of bulkhead #80, bent and buckled.

To be renewed.

Brackets from bulkhead to shell badly bent.

To be renewed.

Shell frames #78 and #79 badly buckled.

To be cut ten (10) feet up from tank, new sections fitted and butt welded to existing frames.

Lower section of 5" bilge suction sheered.

To be renewed.



FOUNDED

RECOMMENDED

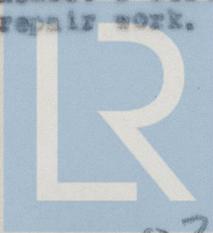
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|--|----------------|
| (93) Tank ceiling and bilge boards oil soaked. | To be renewed. |
| (94) Spar ceiling on port and starboard sides, forward and after bulkhead, oil soaked for a distance of twelve (12) feet above tank top. | To be renewed. |
| (95) Cargo battens, between main and shelter deck, in way of shell plating damaged. | To be renewed. |

Machinery

- | | |
|--|---|
| (96) Port main condenser tubes and water boxes, contaminated with fuel oil. | To be opened up, cleaned of fuel oil and closed up. |
| (97) Port main circulating pump contaminated with fuel oil. | To be opened up, cleaned of fuel oil and closed up. |
| (98) Port main injection and overboard discharge valves fouled with fuel oil. | To be cleaned of fuel oil when Vessel is in Dry Dock. |
| (99) Three (3) lubricating oil coolers, tubes and water boxes contaminated with fuel oil. | To be opened up, cleaned of fuel oil and closed up. |
| (100) Main bilge pump fouled with fuel oil and debris from #2 Hold. | To be opened up, cleaned and closed up. |
| (101) Piping, valves and strainers, from bilges in #2 Hold to main bilge pump, possibly clogged with debris. | Clear strainers and back wash with water hose and prove suction clean and bilge line water tight. |
| (102) No. 5 port and starboard double bottom fresh water tanks contaminated with salt water. | To be drained, opened up for examination, washed out and proven good. |
| (103) Pipe covering and hangers in way of damage disturbed and broken. | Pipes to be refastened and covering renewed as found necessary. |

General

- (1) Clean dry dock of fuel oil caused by this damage.
- (2) Clean water, fuel oil and debris from cargo spaces in way of damage such as #2 lower hold, #1 and #2 'tween deck, main and shelter decks.
- (3) Clean port deep tank and furnish chemist's certificate to show that tank is safe for men and hot repair work.



General Continued

- (4) Fuel oil to be cleaned from ships side and re-coated with anti-corrosive composition.
- (5) New or repaired work to be tested either by hose or tank pressure.
- (6) New or repaired work to be given two (2) coats of primer and one (1) coat of color, exclusive of anti-corrosive.
- (7) Bulkheads in No. 2 Hold to be given one (1) coat of color.
- (8) Parts that have been removed to facilitate repairs to be replaced.

Specifications for the damage repairs, as recommended, were submitted to the Bethlehem Steel Company, Shipbuilding Division, and a price of EIGHTY TWO THOUSAND FIVE HUNDRED NINETY THREE AND 00/100 DOLLARS (\$82,593.00), thirty (30) calendar days, or, alternatively - NINETY THOUSAND FOUR HUNDRED THIRTEEN AND 00/100 DOLLARS (\$90,113.00), twenty (20) calendar days were quoted.

The above prices are exclusive of California Sales Tax on material, but inclusive of work performed by their workmen in making and installing a patch on ruptured shell plating in way of #2 port lower Hold.

The Owner's stated that the service of the Vessel was urgently required and decided to accept the higher quotation and the shortened time period, that is, NINETY THOUSAND FOUR HUNDRED THIRTEEN AND 00/100 DOLLARS (\$90,113.00), twenty (20) calendar days.

During the making of repairs, the #5 port double bottom tank was opened up, and found to be coated with fuel oil, and as this tank is used for carrying fresh water, without contamination, it was necessary to clean and cement wash the same at an extra cost of THREE HUNDRED TWENTY FIVE AND 00/100 DOLLARS (\$325.00).

California State Sales Tax amounted to TWO HUNDRED FORTY AND 81/100 DOLLARS (\$240.81), on material used for the repairs.



SUMMARY

Original quotation.....	\$90,113.00
Cementing port double bottom fresh water tank.....	325.00
California State Sales Tax.....	<u>210.81</u>
<u>TOTAL.....</u>	<u>\$90,978.81</u>

The above prices considered fair and reasonable.

Vessel last previously dry docked and painted November 18th, 1940.

Vessel dry docked for repairs November 3rd, 1941.

Vessel undocked November 21st, 1941.

Repairs completed November 25th, 1941.

Repairs completed to my satisfaction.

(signed) H. M. CLEGG
SURVEYOR TO LLOYD'S REGISTER OF SHIPPING.

