

London  
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(See S. Fo. Report No. 8499)

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



Port SAN FRANCISCO

January 13th, 1942

*[Handwritten signature]*

**This is to Certify** that

R. LOCKHART

the undersigned Surveyor to this Society did at the request of Captain Walter Gay, Lloyd's Agent and with the consent of the Owners attend on board the F. S. S. "MAUI", whilst she lay afloat at anchor off Hunter's Point Dry Dock, on the 2nd November, 1941, and subsequent dates while in the Hunter's Point Dry Dock for the purpose of ascertaining the nature and extent of damage stated to have been sustained on the 2nd November, 1941, by collision with the S. S. "ABBAROHA", 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.

The Log Books in this case were not available.

It was recommended that the Vessel be dry docked for examination and repairs.

On examination the undersigned:

FOUND

RECOMMENDED

PORT SIDE

No. 2 and 4 lifeboats with canvas covers and equipment completely broken up.

To be renewed with equipment.

Forward Davit (Gelin Type) of No. 2 lifeboat broken.

To be renewed.

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."



FOUND

Davits of Nos. 2 and 4 lifeboats dislodged.

Blocks and rope falls of Nos. 2 and 4 lifeboats disturbed, together with wooden boxes.

Wood chocks and connections of Nos. 2 and 4 lifeboats dislodged and broken.

RECOMMENDED

To be removed and refitted.

Blocks and falls to be placed in good order and 4 wooden boxes for lifeboat falls stowage to be renewed.

New Chocks, gripes and connections to be fitted.

BOAT DECK FORWARD

Handrails between Nos. 2 and 4 lifeboats carried away.

Handrails to be renewed.

Stringer plate with stringer angle badly buckled.

Stringer plate to be renewed from frame 78 to frame 92.

Wood deck in way of stringer (frames 78 to 92) badly set up, and remainder of this wood deck in way sprung.

Wood deck from 78 to 92 frames to be renewed and remainder of this wood deck in way of damage to be caulked.

11 deck beams buckled. (frames 81 - 91).

Deck beams to be cropped 30" from outboard; new sections to be fitted with welded butts.

50'-0" of curtain plate badly buckled.

50'-0" of curtain plate to be renewed.

Awning rail and eyebolts from frames 74 to 97 badly broken up.

To be renewed.

One Scupper pipe from boat deck to shelter deck broken.

One Scupper pipe to be renewed.

BOAT DECK AFT

Stringer plate and stringer angle from frames 147 to 157 inclusive badly buckled.

Stringer plate and stringer angle from frames 147 - 157 to be renewed.

Curtain plate with connections from frames 147 to 159 inclusive badly buckled.

Curtain plate with connections from frames 147 to 159 to be renewed.

Wood deck in way of buckled stringer plate broken up and remainder of deck on inboard side sprung. Frames 147 to 161.

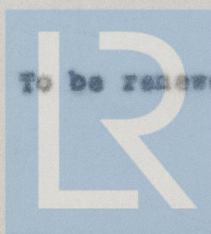
Wood deck in way of buckled stringer plate to be renewed and wood deck inboard from frames 147 to 161 to be caulked.

12 angle iron rail stanchions and 4 flat bar braces; also 1 angle bar rail stanchion badly buckled and broken.

All these items to be renewed.

60'-0" handrails in way of damage broken and buckled.

To be renewed.





FOUND

Turnbuckle of forward funnel  
broken.

Stay on curtain plate from  
frame 135 to frame 173 broken  
in many places.

Boat deck beams and connect-  
ions from frames 148 to 156  
extensively buckled at outboard

Upper pipes from boat deck  
shelter deck broken at frames  
152 and 176.

RECOMMENDED

1 turnbuckle to be  
renewed.

To be renewed.

Beams to be cropped about  
30" from outboard; new  
sections to be fitted to  
remaining beam sections  
with welded butts.

3 new scupper pipes to be  
fitted.

SHelter DECK FORWARD

Rails and handrail from frames  
113 badly buckled, bent  
broken.

Rails and handrail to be  
renewed.

Stanchions from boat deck to  
shelter deck at frames 88 and  
105 badly buckled.

2 stanchions to be renewed.

8 Tee Bar stanchions from boat  
deck to shelter deck at frames  
105 badly buckled and  
broken.

8 Tee Bar stanchions to be  
renewed with connections.

2 Tee Bar stanchions at frames  
113 and 113 badly broken.

2 Tee Bar stanchions to be  
renewed with connections.

Wooden racks for life ring  
located at frames 100  
and 105 completely broken up.

2 new wooden racks to be  
fitted.

Upper plate with half round  
edge amidships (about 50'-0")  
broken.

To be renewed.

Number of eyebolts, cleats and  
in way of damage broken or  
lost away.

To be renewed.

Heavy track of No. 2 side  
drag port buckled.

Track to be renewed.

Wood top rail from frames 131  
to 177 broken.

Wood top rail to be  
renewed.

Rails and stanchions from  
frames 131 to 177 badly buckled  
broken.

Handrails and stanchions  
to be renewed.

Stanchions from shelter deck  
to boat deck buckled at frames  
152 and 176.

11 stanchions to be renewed  
and 2 stanchions to be faired  
in place.





FOUND

Port accommodation ladder, platform and fittings completely carried away.

One 16" horn cleat on stanchion between boat deck and shelter deck at frame No. 168 broken.

RECOMMENDED

New accommodation ladder, platform and fittings, to be fitted.

One 16" cleat to be renewed.

PORT SIDE SHELL PLATING

Shell plates C-1<sup>h</sup>, N-1<sup>h</sup>, N-15, N-15, L-13, L-1<sup>h</sup>, K-1<sup>h</sup>, K-15, J-15, H-1<sup>h</sup>, G-1<sup>h</sup>, G-15, badly indented or cracked.

Shell plate N-16 and doubler under same indented.

Doubling plate behind plate K-15 sprung.

12 shell plates to be renewed.

Plate N-16 to be released together with doubler and faired in place.

Doubling plate to be renewed.

DEEP TANK

5 frames 81, 82, 83, 8<sup>h</sup> and 85 badly set in.

4 frames 86, 87, 88, and 89 indented.

2 lower stringer plates badly buckled.

Frames 79 and 86 badly set in.

Web frame No. 85 buckled.

Frames 80, 81, 83, 8<sup>h</sup>, and 85 buckled.

Angle stiffener on bulkhead at frame No. 82 sprung.

Stringer plate between frame spaces 83 and 8<sup>h</sup> and 77 and 78 buckled.

Deck Beams at frames 79, 80 and 81 buckled.

5 frames 81, 82, 83, 8<sup>h</sup> and 85 to be renewed together with shell connections.

4 frames to be removed, faired and refitted.

2 stringer plates to be part renewed together with shell and frame connections.

To be removed, faired and refitted.

To be removed, faired and refitted.

5 frames to be removed, faired and refitted.

Angle stiffener to be renewed.

Stringer plate to be renewed.

Beams to be cropped 30" from outboard; new sections to be fitted to remaining beam sections with welded butts.

DEEP TANK TOP

One stringer plate buckled.

One stringer plate to be renewed.



FOUND

2 Clapper valve castings broken;  
also connecting piping.

Deck Beams in No. 2 Hold and  
Shelter Deck in way of damage  
buckled.

NO. 2 HOLD

All tank top wood ceiling and  
bilge limbers soaked with oil.

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

Cargo battens in way of damage  
between main and upper decks  
broken.

Bulkhead No. 80 divisional  
bulkhead badly buckled between  
No. 2 D.E. Tank and Deep Tank  
Port Side.

Frames 78 and 79 buckled.

No. 5 Port and Starboard Fresh  
Water Tanks contaminated by  
salt water.

One length of 5" Hold Bilge  
Suction broken.

RECOMMENDED

2 Clapper valves to be renewed  
together with connecting piping.

To be faired, cropped and  
replaced as found necessary.

Wood ceiling and limbers to  
be renewed.

Cargo battens to be renewed  
up to a height of 12'-0".

A number of cargo battens  
in this area to be renewed.

Bulkhead plating to be partly  
renewed with angles and  
stiffeners.

10'-0" of each frame to be  
cropped and new framing to be  
fitted with welded butts.

Tanks to be cleaned, tested  
and washed out with fresh  
water.

One Length of 5" Hold Bilge  
Suction to be renewed.

In view of the fact that various pumps were operated in an  
effort to pump out No. 2 Hold it was recommended that:-

- (1) The Main Circulating Pump be opened up, cleaned, and placed  
in good order.
- (2) The Main Injection and overboard discharge of port Condenser  
be cleaned of oil deposit.
- (3) The Main Bilge Pump together with connections to No. 2 Hold  
to be opened up, cleaned and placed in good order.
- (4) The three (3) lubricating oil coolers to be opened up and  
cleaned of fuel oil.

Present at this Survey:-

Mr. Murdoch Murray,	representing	United States Salvage Ass'n.
Mr. Paul Thompson,	"	Mateon Navigation Co.
Mr. W. S. Sturgill,	"	"
Mr. R. Lockhart,	"	Lloyd's Agent.





The Bethlehem Steel Company, Shipbuilding Division, agreed to carry out this work for a price of EIGHTY-TWO THOUSAND FIVE HUNDRED NINETY-THREE AND 00/100 DOLLARS (\$82,593) to complete in 30 calendar days or NINETY THOUSAND FOUR HUNDRED THIRTEEN AND 00/100 DOLLARS (\$90,<sup>1</sup>/<sub>13</sub>) in 20 calendar days.

The above prices are inclusive of work performed by workmen in making a temporary patch on the pierced shell plating in way of No. 2 Hold.

Vessel entered dry dock 12 Noon November 3rd, 19<sup>4</sup>1

Vessel left dry dock 6:30 A.M. November 21st, 19<sup>4</sup>1

All work completed November 25th, 19<sup>4</sup>1.

The Owner's decided to accept the higher figure of NINETY THOUSAND FOUR HUNDRED THIRTEEN AND 00/100 DOLLARS (\$90,<sup>1</sup>/<sub>13</sub>.00) for the repairs to be completed in 20 calendar days.

It is estimated that damage repairs would incur 15 days dry docking.

SUMMARY

Original Quotation	\$ 90, <sup>1</sup> / <sub>13</sub> .00
Extra amount for cementing No. 5 Port Double Bottom Tank	\$ 325.00
California Sales Tax	\$ 2 <sup>4</sup> / <sub>10</sub> .81
<u>TOTAL.....</u>	<u>\$ 90978.81</u>

(Signed) R. LOGENANT  
SURVEYOR TO LLOYD'S REGISTER OF SHIPPING.

