

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report Jan. 29, 1940 When handed in at Local Office 1940 Port of SAN FRANCISCO

No. in Survey held at SAN FRANCISCO Date, First Survey Dec. 27th, Last Survey Jan. 17th, 1940.
(No. of Visits ELEVEN)Reg. Book. 28805 on the ~~Wagoner~~ Steel T. S. S. "LURLINE"TONNAGE: Built at Quincy, Mass By whom Bethlehem S.B. Corp., Ltd. When 1932 12
GROSS 18,009 Owners Matson Navigation Company Owners' Address (If not already recorded in Appendix to Register Book)

UNDER DK. Managers Port belonging to San Francisco

NET 10,304 Pier #32 and

Surveyed Afloat or in Dry Dock? Both Name of Dock Hunters' Pt. D.D. Destined Voyage

W.B. = Cell D Bor DBa feet; uE&B feet; f feet
total capacity tons. FPT tons; APT tons; MT feet tons.
N.B. - All alterations in the existing records should be underlined.

Last Report, No. 7979 Port S.F.O.

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

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

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

MS July. Rd.

REPAIRS, OR EXAMINATION AS PER RULE, FOR CONDITION

Vessel placed on drydock. Bottom and Rudder cleaned, examined and coated.

Rudder pintle removed, examined and refitted in good order.

Steering gear tested.

Anchor cables ranged and examined 330 fath. 3-1/8" dia.

WEAR AND TEAR REPAIRS

Number of scattered keel plate and shell rivets and seams, caulked and electric welded as found necessary.

4 Wing fuel oil bunker tanks, Port and Starboard, between Forward and After Boiler room bulkheads No. 92 and 116, have now been fitted with additional web frame stiffeners by the Owners, (P. T. O.)

| SUMMARY OF DAMAGE REPAIRS:- | Shell Plates. | Frames. | R. Frames. | Floors and Bracket Floors | Beams. | Inner Bottom Plates. | Dk. Plates. | Other Items:- |
|--------------------------------|---------------|---------|------------|---------------------------|--------|----------------------|-------------|---------------|
| Renewed | | | | | | | | |
| Removed and Faired or Repaired | | | | | | | | |
| Faired or Repaired in place | | | | | | | | |

| PRESENT CONDITION OF THE | As above | As above | As above | As above | As above | As above | As above | As above |
|--------------------------|----------|--|----------|------------------------------------|----------|---|--------------------|----------|
| Deck | Good | State if Tanks have been examined inside | Good | Air and Sounding Pipes | Good | Copper, or Y.M. of Wood Vessels (State if on Vell.) | When put on, Month | Year |
| Caulking of Decks | " | State if Tanks now tested | As above | Dblng. Plates under Sounding Pipes | " | Boats | Good | |
| Coamings | " | Bulkheads | " | Engine Room Skylights | " | Masts, Yards, &c. | " | |
| Beams & Fastenings | " | Ceiling | " | Coal Bunkers, Open'gs, Lids, &c. | " | Condition, how ascertained | From Deck | |
| Outside Plating | Good | Cement or Asphalt (State which.) | Good | Oil Bunkers | " | (State if wedges removed) | " | |
| " in way of sidelights | " | Rudder | " | Scuppers | " | Sails | " | |
| Breasthooks | " | Steering gear and its connections | " | Cargo Hatchways | " | Equipment letter | " | |
| Transoms | " | Windlass | " | Hatches | " | Anchors, No. of | " | |
| Frames | Good | Have pumps now been examined and found efficient? | " | Planking of Wood Vessels | " | Chain Locker | " | |
| Reverse Frames | " | Have Sluice Valves now been examined and found efficient? | " | Caulking | ditto | Cables (State if now ranged) | Yes | |
| Longitudinals | " | Have Watertight Doors now been examined and found efficient? | " | Treenails | ditto | " length 330 F. mean diam. 3-1/8" | | |
| Transverses | " | Have Ventilators and their Coamings been examined and found efficient? | " | Transoms Pointers, & Crutches | ditto | " Rule length | Good | |
| Floors | Good | | | Timbers of Frame at openings | ditto | Hawser & Warps | " | |
| Keelsons | " | | | Ditto Ditto at other places | ditto | Standing and Running Rigging | " | |
| Stringers | " | | | Stringers, Clamps & Sheels | ditto | | | |
| Inner Bottom Plating | " | | | Salting (State if examined.) | ditto | | | |

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 now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,24," or "to remain as classed and to have record of survey, 1,24, and the notations of ss No. 1-24."

This vessel is eligible in my opinion to remain as classed in the Register Book with fresh record of survey 1-40.

Survey Fee (per Section 29) \$ 90.00

Special Damage or Repair Fee (if any) (per Sec. 29) £

Travelling Expenses (if chargeable) \$ 5.00

Second Surveyor's Fee (if any) £

Committee's Minute

Character Assigned

NEW YORK FEB 7 - 1940

Fees applied for, Jan. 29 1940.

Received by me, 10

Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

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Lloyd's Register Foundation

Note: SS No 2 partly held Fitted for oil fuel 1232 F.P. above 150° F. B.S. 1-40

014159 - 014165 - 0028

WEAR AND TEAR REPAIRS

secured by electric welding with approved electrodes, on account of rivets and fastenings to stringer shell clips and bulkhead brackets working loose. See attached blueprint of additional stiffeners now fitted.

Tanks examined internally and tested separately to Rule Requirements on completion of repairs and proven tight.

Approximately 298 scattered shell rivets P. and S. renewed.

Approximately 1694 rivets renewed to internal fastenings Port and Starboard.

Number of scattered shell rivets and seams P. & S. caulked.

TANKS - The following water tanks opened up, cleaned, examined internally, cement coated and found satisfactory.

Nos. 1- 2- 4- 7- 9- 10- and 11- Double bottoms, Port and Starboard.

Nos. 1- 2- 3- and 4 Centre tanks in way of tunnel.

Nos. 12- 13-and 14 Port and Starboard wing tanks in way of tunnel.

Nos. 1- 2- 3- 4- Port and Starboard Wing fuel oil tanks between Forward and After Boiler rooms, bulkheads No. 92 and No. 116, examined internally, tested and found satisfactory. (See 5 Fo. Rpt 851H) should read P & S wing oil fuel tanks Nos 10 13 16 19

COFFERDAM between Forward and After Boiler room double bottom tanks cleaned and examined internally.

Other minor repairs carried out.

(See Below)

When Anchors or Cables are supplied, the particulars are to be reported in the following form:—

ANCHORS.

| Number of Certificate. | Anchor. 索 | WEIGHT, EX. STOCK. | | | WEIGHT OF STOCK. | | | TEST PER CERTIFICATE. | | | | WEIGHT REQUIRED BY RULE. | | | Description of Anchor. | Makers. | Where and when tested and Superintendent. |
|------------------------|----------------------|--------------------|------|------|------------------|------|------|-----------------------|-------|------|------|--------------------------|------|------|-----------------------------------|---------|---|
| | | Cwts. | qrs. | lbs. | Cwts. | qrs. | lbs. | Tons | Cwts. | qrs. | lbs. | Cwts. | qrs. | lbs. | | | |
| | 1st Bower ... | | | | | | | | | | | | | | If Patent state name of Patentee. | | |
| | 2nd „ | | | | | | | | | | | | | | | | |
| | 3rd „ | | | | | | | | | | | | | | | | |
| | Collective Weight. . | | | | | | | | | | | | | | | | |
| | Stream | | | | | | | | | | | | | | | | |
| | Kedge..... | | | | | | | | | | | | | | | | |

* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

CHAIN CABLES.

[illegible]

NOTE: For the information and approval of the Committee, the Owners requested that the above tanks now examined be accepted as part of the Special Survey No. 2 due 12-40.

To complete the Survey
All remaining Rule requirements