

Rpt. 8.

(Received at London Office

NOV -8 1937

No. 7751

# REPORT of SURVEY for REPAIRS, &c.

Date of writing Report Oct. 19th 37 When handed in at Local Office 10 Port of SAN FRANCISCO  
No. in Reg. Book. 29085 Survey held at SAN FRANCISCO Date, First Survey Oct. 4th Last Survey Oct. 15th 1937  
on the WATSON Steel T. S. S. "LURLINE" (No. of Vessel 6)

TONNAGE 15021 Built at Quincy, Mass By whom Bethlehem S. B. Corp., Ltd. When 1932 MONTH 12  
GROSS 15021 Owners Watson Navigation Company Owners' Address San Francisco  
UNDER DK. 10712 Managers - Port belonging to San Francisco  
NET 10409

Surveyed Afloat or in Dry Dock? Afloat Name of Dock Pier #32 - San Francisco Destined Voyage -  
WB=CellDBorDBa 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.  
If the Vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides of the tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, girders, and of the inner bottom plating, especially in the boiler space.

Last Report, No. 7683 Port S.F.

(Periodical Surveys, when held, must be reported in detail and agitation in the terms of the Rules. 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?

COMPLETION OF S. S. NO. 1 and Alterations

REPAIRS, OR EXAMINATION AS PER RULE, FOR  
NONE DONE COMPLETION OF S.S. NO. 1:-

Chain cables and anchors ranged. Chain locker cleaned, coated and examined. The Double bottom tanks and Deep fuel oil tanks tested. Fresh water tanks examined and tested, also the Fore and After Peak tanks examined and tested.  
All Watertight doors examined, operated from bridge and stations & now in good working order.

## ALTERATIONS:

A deck has been installed in the No. 2 hold as per enclosed approved plans, the materials and workmanship are satisfactory. Amendments as noted on the plans have been carried out or their equivalent by introducing of sound welding around clips in way of stringer plate and clips of Deck beam connections to inboard girder. (P.T.O.)

SUMMARY OF DAMAGE REPAIRS:	Shell Plates	Frames	R. Frames	Floors	Beams	Str. Plates	Dk. Plates	Other Items
Renewed								
Removed and Faired or Repaired								
Faired or Repaired in place								
PRESENT CONDITION OF THE								
Decks	Good.	State if Tanks have been examined inside	Yes	Air and Sounding Pipes	Good	Copper, or Y.M. of Wood (Vessels)		
Caulking of Decks	"	State if Tanks now tested	"	Dblng. Plates under Sounding Pipes	Good	(State if on Vess.)		
Coamings	"	Bulkheads	Good	Engine Room Skylights	Good	When put on, Month		
Beams & Fastenings	"	Ceiling	"	Coal Bunkers, Open'gs, Lids, &c.		Boats	Good	
Outside Plating	Vessel afloat good.	Cement or Asphalt (State which)	Both	Oil Bunkers	Good	Masts, Yards, &c.		
" " in way of sidelights	"	Rudder	Vessel afloat good	Scuppers	"	Condition, how ascertained		
Breasthooks	Good	Steering gear and its connections		Charge Hatchways	"	(State if wedges removed)		
Transoms	"	Windlass		Hatches		Sails		
Frames	"	Have pumps now been examined and found efficient?		Planking	ditto	Equipment letter		
Reverse Frames	"	Have Sluice Valves now been examined and found efficient?		Treenails	ditto	Anchors, No. of	Four	
Longitudinals	"	Have Watertight Doors now been examined and found efficient?	Yes	Breasthooks & Stemson	ditto	Chain Locker	Good	
Transverses	Good.	Have Ventilators and their Coamings been examined and found efficient?	Yes	Transoms Pointers, & Grutches	ditto	Cables (State if now ranged)	Yes	
Floors	"			Timbers of Frame at openings	ditto	" length	mean diam.	
Keelsons	Good			Ditto Ditto at other places	ditto	" Rule length	size	
Stringers	Good			Stringers, Clamps & Shells	ditto	Hawser & Warps	Good	
Inner Bottom Plating	Good			Salting (State if examined.)	ditto	Standing and Running Rigging	"	

## 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 and ptnd24, &c."

Recommended that this vessel be retained as now classed and have notation in the Register

Book of S.S. S.Fo. No. 1 - 37, also orlop deck in No. 2 hold only.

Survey Fee (per Section 20) Pt. SS. #1 \$50.00:  
Alterations.. \$50.00:  
Special Damage or Repair Fee (if any).....  
(per Sec. 20)  
Travelling Expenses (if chargeable)..... \$ 3.00:  
Second Surveyor's Fee (if any).....

Fees applied for,  
Oct. 18 1937  
Received by me,  
19

Committee's Minute  
Character Assigned Deferred for Comp. M.S.

David Hill  
Surveyor to Lloyd's Register of Shipping.  
FRI 14 JAN 1938  
10041 (S to 7683)  
With fr  
Fitt. for oil fuel  
S.S. No. 1-37  
Foundation

Note No 1 Complete on hull

Is Certificate required? If so, to be sent to

014159-014165-0038



T. S. S. "LURLINE"

Alterations: (Continued)

All welding performed as required by the Rules.

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