

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report Jan. 30th 1933 When handed in at Local Office 19 Port of SAN FRANCISCO,

No. in Survey held at San Francisco, Cal. Date, First Survey Jan. 25th Last Survey Jan. 27th, 1933
Reg. Book. 66674 on the W. K. K. Steel T.S.S. "LURLINE" (No. of Visits Three)

TONNAGE:— 18021 Built at Quincy, Mass. By whom Bethlehem S.B. Corp. Ltd. When 1932
GROSS 18021 Owners Oceanic S. S. Co. Owners' Address (if not already recorded in Appendix to Register Book).
UNDER DK. 10712 Managers Port belonging to SAN FRANCISCO
NET 10559

Surveyed Afloat or in Dry Dock? Afloat. Name of Dock Wagon Dock Destined Voyage --

WB=CellDBorDBa 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.
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. Port

(Periodical Surveys, when held, must be reported in detail and serially 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 (Copy attached hereto.)

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

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR DAMAGE. Stated on the 15th January, 1933, while docking at Havana, Cuba, the Vessel was being blown away from the pier that Vessel was to dock at to starboard side, causing the ship to be blown and set against the other pier on the port side.

On examination found shell plating on port side abaft of midship in way of "F" Deck "K" Strake Nos. 10 and 10½ set in. "J" Strake No. 10 set in, "F" Deck stringer plate buckled in way of stringer bar. The bulkhead wing plate between baggage room and engineer's storeroom buckled. Framing:—Four frames more or less set in.

As the Vessel was most urgently required at this time, the Owners specially requested that permanent repairs be deferred until a more favorable opportunity. This request in the opinion of the undersigned is fair and reasonable.

(P. T. O.)

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Renewed								
Removed and Fair'd or Repaired								
Fair'd or Repaired in place								

PRESENT CONDITION OF THE	State if Tanks have been examined inside	Dblg. Plates under Bounding Pipes	Copper, or Y.M. of Wood Vessels
Decks	State if Tanks now tested	Engine Room Skylights	(State if on Bell)
Caulking of Decks	Bulkheads	Coal Bunkers, Open'gs, Lids, &c.	When put on, Month
Coamings	Ceiling	Scuppers	Year
Beams & Fastenings	Cement or Asphalt (State which.)	Cargo Hatchways	Boats
Outside Plating	Rudder	Hatches	Boats, Yards, &c.
Breasthooks	Steering gear and its connections	Planking at Wood Vessels	Condition, how ascertained
Transoms	Windlass	Flanking	(State if wedges removed)
Frames	Have Pumps now been examined and found efficient?	Trunnels	Sails
Reverse Frames	Have Stucco Valves now been examined and found efficient?	Breasthooks & Stemson	Equipment letter
Longitudinals	Have Watertight Doors now been examined and found efficient?	Transoms, Pointers, & Crutches	Anchors, No. of
Transverses	Have Ventilators and their Coamings been examined and found efficient?	Timbers of Frame at openings	Cables (State if now ranged)
Floors		Ditto ditto at other places	" length size
Keelsons		Stringers, Clamps & Shells	" Rule length size
Stringers		Salting (State if examined.)	Hawser & Warps
Inner Bottom Plating			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 ptd24, &c."

RECOMMENDED that this Vessel be classed 100 A 1 as contemplated, subject to the indented shell plating on port side being fair'd at the first favorable opportunity.

Survey Fee (per Section 20) \$ 25.00
Special Damage or Repair Fee (if any) Und. Fee \$ 15.00
Travelling Expenses (if chargeable)
Second Surveyor's Fee (if any)

Fees applied for, Jan. 31 1933.

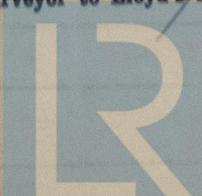
Received by me, 16/3/1933

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Character Assigned As now subject

NEW YORK FEB 8 - 1933



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Lloyd's Register Foundation

014159-014165-0047

T.S.S. "LURLINE"

TEMPORARY REPAIRS NOW DONE:-

The seams in way of the defective plating caulked and welded inside and outside.

A number of rivets caulked in seams, butts and frames and stringer bar on "F" Deck

Tank in way tested and now satisfactory.

Shell plating hose tested and now in order.

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

ANCHORS.

[illegible]

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

CHAIN CABLES.

[illegible]

RECOMMENDED that this Vessel be classed 100 A 1 as contemplated, subject to the intimated planing on port side being fairied at the first favorable opportunity.