

LONDON

See Sfo. Report no. 6864

SAN FRANCISCO,

January 27th, 1933.

THIS IS TO CERTIFY THAT

DAVID MILLAR

the undersigned Surveyor to this Society did at the request of the Owners and Captain Walter Gay, Lloyd's Agent, San Francisco, attend on board the Twin Screw Steamer "LURLINE", of San Francisco, 18021 tons gross register, for the purpose of ascertaining the nature and extent of damage stated to have been sustained on January 15th, 1933, at 8:20 A.M. at Havana, Cuba, due to Vessel being blown away from the pier that Vessel was to dock to starboard side, causing the Ship to be blown and set against the other pier on the port side.

(For further particulars see Ship's Log Books.)

Vessel on a voyage from New York to San Francisco.

On the 25th January, 1933, and subsequently, the Vessel then lying afloat at Pier #32, San Francisco, made examination -

FOUND - SHELL PLATING PORT SIDE ABAFT MIDSHIPS:-

"K" Strake, Plates Nos. 10 and 10 $\frac{1}{2}$ set in.

"J" Strake, Plate No. 10 set in.

"F" Deck, Stringer Plate buckled in way of stringer bar and stringer buckled.

Bulkhead between the baggage room and engineer's storeroom, the wing plate buckled, also bulkhead boundary bar buckled.



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Lloyd's Register
Foundation

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FRAMING:- Four frames more or less set in.

NOTE:-

Only a superficial examination made at this time at the Owner's request.

As the Vessel was most urgently required at this time and as the above damaged plating, etc., does not in any way impair the efficiency or seaworthiness of the Vessel, the Owner's request to defer permanent repairs until a more favorable opportunity is in the opinion of the undersigned fair and reasonable.

TEMPORARY REPAIRS

NOW DONE:-

The seams in way of the defective plating caulked and welded inside and outside. A number of rivets in seams, butts, frames and stringer bar on "F" Deck caulked. Tank in way tested under water pressure and found satisfactory. Shell plating hose tested and proven tight.

Other minor repairs effected.

RECOMMENDED:-

That permanent repairs be effected at the first favorable opportunity.

FURTHER RECOMMENDED:-

That an examination be made of the interiors of the side fuel tank in way of the damage when necessary repairs commenced.

(Sgd) DAVID MILLAR

Surveyor to Lloyd's Register of Shipping.