

REPORT of SURVEY for REPAIRS &c

Date of writing Report 7th Oct 1931 When handed in at Local Office 7th Oct 1931 Port of MOBILE, ALABAMA
No. in Survey held at MOBILE Date, First Survey 28th Sept Last Survey 3rd Oct 1931
Reg. Book. 33468 on the W. S. "SAN UGON" (No. of Visits 3)

BREA TONNAGE: Built at Shooter's Island, NY By whom Standard S.B. Corp. When 1921 MONTH 5
GROSS 5998 Owners Cia. Mexicana de Vap. "San Antonio" Owners' Address S.A.
UNDER DK. 5497 Managers -do- Port belonging to Tampico
NET 3619

Surveyed Afloat or in Dry Dock? Yes Name of Dock Alabama Dry Dock Destined Voyage Mex

Cell D B D Ba feet; u E & B feet; f feet
capacity tons. FPT tons; APT tons; MT feet tons.

All alterations in the existing records should be underlined.
the Vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides
examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing,
and of the inner bottom plating, especially in the boiler space.

Report, No. 972 Port MOB

Particulars of Classification (which must be inserted
precisely as in Register Book & Supplements).

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Year and Month expired.	Machinery and Boiler Surveys (including date of N.B., if any).
* 100 A1		* LMC 8,29
8,29 31		B.S. 8,29 31
ssNwc. No. 2-29		T.S. CL 8,29 31
Carrying petrol- eum in bulk.		Fitted for oil fuel 5.21 F.P. above 150°F.

When the Surveyor has not made a special damage report he is required to state whether he
has for this purpose and to whom and why they were declined

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

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

EXAMINATION AS PER RULE, FOR Damage stated to have been
caused by Collision with is. Baron Dalmeny
on 16th September 1931 - 2nd by Grounding at
Cruz on 16th September 1931.

List Dry Docking now done
done - Vessel placed on dry dock, bottom
rudder examined cleaned and
tid - now good
tilators and coamings good

ains - no 1 damage - Collision - P.T.O

REPAIRS:	Shell Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:
... ..	<u>3</u>							<u>upper part of stem removed</u>
... ..	<u>2</u>							<u>replaced & repaired</u>
... ..	<u>8</u>							<u>repairs effected</u>

OF THE	State if Tanks have been examined inside	Dblg. Plates under Sounding Pipes	Copper, or Y.M. of Wood Vessels
<u>Good</u>	<u>no</u>	<u>Good</u>	<u>(State if on Fett)</u>
<u>"</u>	<u>as stated</u>	<u>Good</u>	<u>When put on, Month</u>
<u>Good</u>	<u>Good</u>	<u>"</u>	<u>Year</u>
<u>"</u>	<u>Good</u>	<u>"</u>	<u>Boats</u>
<u>"</u>	<u>Good</u>	<u>"</u>	<u>Masts, Yards, &c.</u>
<u>"</u>	<u>Good</u>	<u>"</u>	<u>Condition, how ascertained</u>
<u>"</u>	<u>Good</u>	<u>"</u>	<u>(State if wedges removed)</u>
<u>"</u>	<u>Good</u>	<u>"</u>	<u>Sails</u>
<u>"</u>	<u>Good</u>	<u>"</u>	<u>Equipment letter</u>
<u>"</u>	<u>Good</u>	<u>"</u>	<u>anchors, No. of</u>
<u>"</u>	<u>Good</u>	<u>"</u>	<u>Cables (State if now ranged)</u>
<u>"</u>	<u>Good</u>	<u>"</u>	<u>" length</u>
<u>"</u>	<u>Good</u>	<u>"</u>	<u>(on board)</u>
<u>"</u>	<u>Good</u>	<u>"</u>	<u>Rule length</u>
<u>"</u>	<u>Good</u>	<u>"</u>	<u>Hawser & Warps</u>
<u>"</u>	<u>Good</u>	<u>"</u>	<u>Standing and Running Rigging</u>

Observations, Opinion as to Class, Recommendation, &c.:-

early 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
ins, 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
or "to remain as classed and to have record of survey, 1,24, and the notations of ss No. 1-24 and pEND24, &c."

vessel is eligible in my opinion to
remain as classed with fresh
record of Survey 10.31 - Subject
one lower anchor being supplied at
convenient opportunity

on 29) 2 Fees applied for, 7th Oct 1931
air Fee (if any) no 2 \$70.00
chargeable) no 2 \$25.00
for 2-9844pm \$ 8.10.00
for 2-9844pm \$ no 2 \$1.20
for 2-9844pm \$ no 2 \$1.20
for 2-9844pm \$ no 2 \$1.20

Committee's Minute

Character Assigned 100 A1 Carrying Pet. in bulk

Fitted for oil fuel 5.21 F.P. above 150°F.

Subject

Surveyor to Lloyd's Register of Ship

21 JUL 1933

FRI

Lloyd's Register
Foundation

W1303-00760

Mobile

To complete the Survey

the bower anchor of proper weight to be supplied and fitted on board at first convenient opportunity.

Chow

Upper section of stem removed faired and
skull plating - from forward.

Part 2

Shell plating of
Port Side
 Fashion plate removed, faired and rep
2nd strake above sheer - No 1 shell plate renewed.
1st strake above sheer - No 1 shell plate renewed.
 doubler removed faired and rep
Sheer strake - No 1 shell plate renewed.
1st strake below sheer - No 1 shell plate removed, faired
2nd strake below sheer - No 1 shell plate faired in

Starboard side

Starboard side
Fashion plate faird in place
2nd strake above sheer - No 1 shell plate faird
1st strake above sheer - No 1 shell plate faird
Sheer strake - No 1 shell plate faird in
1st strake below sheer - No 1 shell plate faird in
2nd strake below sheer - No 1 shell plate faird
in way

2nd strake below water
shell bars - brackets &c in way
damage faird -
Fore peak tank tested and al
repaired work tested and
tight

No 2 Damage - Grounding -

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

When Anchors or Cables are used.

ANCHORS.

Number of Certificate.	Anchors.*	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST, PER CERTIFICATE.				WEIGHT REQUIRED BY RULE.			Description of Anchor.	Makers.	If Patent state name of Patentee.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.			
	1st Bower ...																
	2nd "																
	3rd "																
	Collective Weight.																
	Stream																
	Kedge.....																

It must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

[illegible][illegible]

Iron Stream Chain }
or Steel Wire... }

shell plating - from aft
Port side - No 2 shell plate faired
Hand rails and stanchions on
bridge and upper bridge
A number of studs in port and
starboard anchor cables ref
and several renewed.
Cast iron oil discharge connec
renewed. Repaired work tested & p