

NO
COPY FOR LONDON

MOBILE, ALABAMA

6th October 1931.

No.D 1205

A.W.Murray

the Owners' Representative survey the steel screw steamer "SAN UGON" of Tampico, 5998 tons gross register, for the purpose of ascertaining the nature and extent of the damage stated to have been sustained by the vessel breaking away from her mooring and subsequently grounding during the hurricane on the 16th September 1931 at Vera Cruz.

Extract from Log Book:

Whilst the vessel was moored alongside berth No.2, unloading, at 4:00 A.M., it was noted that the wind blowing from the N.W. commenced to change to the East, increasing rapidly, for which reason at 4:13 A.M. engines were put stand-by. At 4:15 A.M., the wind having freshened considerably and the sea increased, the forward moorings and the two back springs parted and the ship remained fast by two lines aft and by the two shore unloading pipe lines, which joints were broken immediately and the ship remained at the mercy of the weather. Both anchors were immediately dropped, with which it was possible to make fast the ship and avoid her going against the stone quay which was touched slowly by the stern, remaining aground in 12 feet of water and lying slightly against the stone quay. At 4:20 A.M. the ship's engineer advised the Master that the propeller had touched the stone quay. The ship refloated at 12:40 midday and re-moored at berth No.2 at 1:05 P.M.

For further particulars please see vessel's Log Books.

On the 28th September 1931 and subsequent dates, the vessel then lying on the drydock of the Alabama D.D. & S.B. Company, Mobile, the undersigned made examination and



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W1303-0077
C112

S.S. "SAN UGON"

No. D 1205
6th October 1931.

(2)

FOUND:Shell Plating, Port Side:A. Strake:

Plate No. 2 from aft indented
in several places.

Hand Rails:

Hand rails on flying bridge
and several stanchions on
upper bridge bent.

Starboard bower anchor broken
and flukes missing.

RECOMMENDED:

That this plate be cut adrift,
faired in place and riveted.

That these hand rails and stan-
chions be faired and repaired
as directed.

That a new anchor of proper
weight and size be supplied
and fitted in position.

The port and starboard anchor cables having been ranged
for examination as recommended, the undersigned

FOUND:

A number of studs in port
and starboard cables loose
and several missing.

Cast iron oil discharge con-
nection on starboard side
amidships broken.

RECOMMENDED:

That all missing studs be re-
newed and all loose studs be
secured or renewed as found
necessary.

That this connection be renewed
and secured to rail as before.

MACHINERY:

4 blades of the solid bronze
propeller bent and chipped
at edges.

That these blades be straight-
ened and repaired as necessary.

Fastenings on stern tube bush
and propeller gland loose and
several broken.

That all fastenings be over-
hauled, renewed where broken
and properly secured.

Cement on propeller nut broken
and missing.

That this nut be hardened up
and recemented.

It is further recommended that all removals found neces-
sary to effect repairs be replaced in good order, that the broken
cement in way of damaged shell plate be renewed, the tank be re-
dement-washed, tested and proven tight and that all new or re-
paired work be tested and proven tight.

Necessary drydocking to effect repairs.

All the above recommended repairs have now been satis-
factorily completed.

Note: Attached hereto is a signed copy of a list of repairs stated
to have been broken and damaged.

John Murray
Surveyor to Lloyd's Register.

Fee and Expenses \$41.00



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