

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



© 2021

Lloyd's Register  
Foundation

W1303-0077  
112

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.

MACHINERY:

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

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

Cement on propeller nut broken  
and missing.

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.

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

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

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 reps stated  
to have been broken and damaged.

*John Murray*

Surveyor to Lloyd's Register.

Fee and Expenses \$41.00



© 2021

Lloyd's Register  
Foundation

W1303-0077(212)