

COPY FOR LONDON

MOBILE, ALABAMA

6th October 1931.

No.D 1204

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 collision with the S.S. "BARON DALMENY" on the 14th September 1931 at Minatitlan.

Extract from Log Book:

On the 14th September 1931 at 9:30 A.M., whilst maneuvering in the Coatzacoalcas River at Minatitlan in front of berth No.8 of the Cia.Mexicana de Petroleo, and turning in the river with the tug "EL COLOSO" in attendance at the stern of the ship, the "SAN UGON" collided with the port side of the S.S. "BARON DALMENY" which was moored alongside said berth. It is certified that at the time of the collision the ship had engines full astern.

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

FOUND:

Stem:

Upper section of stem bent
bent and twisted.

RECOMMENDED:

That the upper section of stem
be removed, faired, replaced
and ~~refitted~~ reriveted.

Shell Plating from Forward:

Port Side:

Fashion plate, with bead
iron, buckled.

That this plate be removed,
faired, replaced and reriveted.



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Lloyd's Register
Foundation

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(2)

FOUND:

2nd Strake above Sheer:
Shell plate No.1 badly buckled.

1st Strake above Sheer:
Shell plate No.1 badly buckled.

Sheerstrake:
Plate No.1 badly buckled.

1st Strake below Sheer:
Shell plate No.1 buckled.

2nd Strake below Sheer:
Shell plate No.1 buckled.

STARBOARD SIDE:
Fashion plate buckled.

2nd Strake above Sheer:
Shell plate No.1 buckled.

1st Strake above Sheer:
Shell plate No.1 buckled.

Sheerstrake:
Shell plate No.1 buckled.

1st Strake below Sheer:
Shell plate No.1 buckled.

2nd Strake below Sheer:
Shell plate No.1 buckled.

RECOMMENDED:

That this plate be renewed.

That this plate be renewed and the doubler in way of same be removed, faired and refitted.

That this plate be renewed.

That this plate be removed, faired and refitted.

That this plate be faired in place.

That this plate be faired in place.

That this plate be faired in place.

That this plate be faired in place.

That this plate be faired in place.

That this plate be faired in place.

That this plate be faired in place.

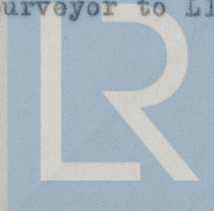
It is further recommended that all floors, frames, breast hooks, stringers, shell bars etc., where damaged, be faired, repaired as directed, that all removals in way of repairs be replaced in good order, all broken cement be renewed, all repaired work, including fore peak tank, be tested and proven tight on completion of repairs and that a gas-free certificate be furnished before work is started.

Note: Steaming and cleaning have been done by the vessel's personnel.

All the above repairs have now been satisfactorily completed.

Fee and Expenses \$81.50

AW Murray
Surveyor to Lloyd's Register.



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