

31 MAY 1950

by Chief Ship Surveyor

Received from Chief Ship Surveyor

SHIP'S NAME

'PAN OCEAN'

REPORT

Alx.

No. 3994

The remarks of the Chief Ship Surveyor are desired on this case for the consideration of the Classing Committee.

("The endorsement to contain a succinct summary of any repairs that have been required and to show the cause or causes of such repairs, and also to bring out clearly any exceptional features in connection with the case, so that the Classing Committee may have all the salient points presented in the endorsement."—Extract from Sub-Committee's Report, 24/5/92.)

The class is subject to shell, deck, tank and bulkhead plating, etc. (fire damage) and wavy shell plating being permanently repaired at the first convenient opportunity.

A General Examination for postponement of Periodical Special Survey (C), due 8.49, partly held Bom. 8.49.

The ALEXANDRIA Surveyor reports (4.50) ship examined in dry dock, bottom coated, the requirements of PERIODICAL SPECIAL SURVEY (C) complied with, and wear and tear repairs effected to frames, etc.

On account of fire damage, previously reported, repairs effected to shell, deck, tank top and bulkhead plating, etc. as above, but repairs are still required to a number of side shell plates, No.1 hold after bulkhead and No.3 'tween deck plating - see Surveyors' letter dated 11.4.50.

The ship has been partially converted for the carriage of oil fuel in O.F. bunkers and settling tanks and No.3. D.B. tank, all in accordance with plans approved. The conversion will be completed on ship's return to Alexandria from present voyage. To complete the alterations for the notation of "Fitted for oil fuel 4.50, F.P. above 150°F", see report. Deep tanks not to be used as such until alterations completed.

IT IS SUBMITTED ACTION and NOTATION of "ss. Alx. 4.50" be DEFERRED for completion of Special Survey (repairs), but record of docking 3.50 be assigned, subject to permanent repairs to heavily buckled shell plates K.20, M.15 & 16 and N.11, 12 & 13 (p.s.) on ship's return to Alexandria from present voyage, also to shell plates K.12, L.5, 6 & 7, M.10 & 11 and N.8 (s.s.) with upper and 2nd deck plating, etc. in way, wavy No.3 'tween decks plating (p & s), and buckled No.1 hold after bulkhead at the first convenient opportunity. Deep tanks not to be used as such until alterations completed.

3.50 Alx. Subject.

REPAIRS TO COMPLETE S.S.
P.T.O.

003599-003604-0390 '2

safe working condition and eligible in my opinion to remain as classed, and to have of SS.Alx.4-50 (11-46) and the notation of Docking Survey 3-50 subject to permanent r

In damage cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose and to whom and why they were declined

Society's Freeboard (if as painted on Ship and

-2-

'PAN OCEAN'

IT IS FURTHER SUBMITTED the Surveyor be informed it is concluded that the steering gear, auxiliary steering gear and spares and winlass have been examined as for Special Survey, but this should be confirmed.

If any fire damage repairs remain to be carried out after ship's return to Alexandria, these should be arranged to be dealt with in accordance with Circular No. 1895.

Shell plates in 'K' and 'L' strakes (p & s amidships) as now reported appear to indicate considerable diminution from the original thicknesses, and in view of the fact that these plates are in vertical alignment the Surveyor should be requested to state if he is satisfied that they will be efficient for a further eight years.

30
15
30

BM



© 2020

Lloyd's Register
Foundation

0390 2/2

by whom?
L CONVE
rame ar
, bunke
rooms
aned a
rd mar
Drilli
ling t
ght.
Other Items
Copper,
(Sta
When
Boats
Masts,
Conditio
(Sta
Equipm
Anchor
Cables
"
"
Chain
Hawse
Standl
Sails
vesse
sel in th
to remain

safe working condition and eligible in my opinion to remain as classed, and to