

28 APR 1950

No. 3994

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report... 21st April 1950. When handed in at Local Office... 19...

Port of ALEXANDRIA.

No. in
Reg. Book.

Survey held at ALEXANDRIA

Date, First Survey 13/10/49

Last Survey 14/4/1950.

19

(No. of Visits... 42...)

on the ~~Wood, Iron or~~ Steel Screw Steamer "PAN OCEAN"

TONNAGE:-

GROSS 5140

UNDER DK. 4475

NET 3005

Built at Hamburg.

By whom

Blohm & Voss.

When 1923

MONTH 6

Owners Pan-Ocean Nav. Co. S.A.

Owners' Address

(If not already recorded in Appendix to Register Book).

Managers

Port belonging to PANAMA.

Surveyed Afloat or in Dry Dock? Both Name of Dock Alexandria Drydock. Destined Voyage

Cell/Dor/Dba feet; uE & B. feet; f feet

total capacity tons. FPT tons; APT tons; MT feet tons.

Only alterations in the existing records of tanks should be inserted.

N.B. All alterations in the existing records should be underlined.

Last Report, No. 9183 Port Bom

(Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules and items remaining to complete the Survey should be summarised. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be summarised in the form shown below. Whenever the replacement of Anchors or Chains is reported the particulars should be clearly stated in the space provided on the back of this form. State also the dates and initials of any letters respecting this case. ALEX. 11/4/50.

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 assigned) as painted on Ship and now verified ft. ins.

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR SPECIAL SURVEY 'D', REPAIRS & OIL FUEL CONVERSION.

NOW DONE:- Vessel placed in drydock, bottom and side plating, stern frame and rudder, scaled, examined and recoated. Steelwork throughout all cargo holds and bilges, bunker spaces, fore and after peak tanks, double bottom tanks, chain locker, engine and boiler rooms, tunnel and tunnel well, scaled examined and recoated.

All decks, housings, casings, coamings and fastening arrangements, cleaned and examined.

Hatch covers, beams and tarpaulins ranged and examined and the freeboard markings verified.

Masts and rigging examined. Anchors and cables ranged and gauged.

Shell plating drill tested in accordance with Rule Requirements. (See Drilling sheet attached).

All double bottom tanks newly constructed Deep oil fuel tanks and settling tanks, fore and after peak tanks, water tested in accordance with Rules and found or made tight. P.T.O

SUMMARY OF DAMAGE REPAIRS:-

	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:-
Renewed ...								
Removed and Fair'd or Repaired								
Fair'd or Repaired in place ...								

PRESENT CONDITION OF THE

as stated

Planking of Decks Good

Mastings "

Rims & Fastenings "

Side Plating "

In way of sidelights Good

Bulkheads "

Reverse Frames "

Longitudinals "

Transverses "

Rims "

Bulsons "

Riggers "

Double Bottom Plating "

Have the Tanks been examined internally? Yes

Have the Tanks been tested? Yes

Bulkheads Good

Ceiling "

Cement or Asphalt "

Rudder Good

Steering gear and its connections Good

Windlass Good (as seen)

Have pumps been examined and found efficient?

Have Sluice Valves been examined and found efficient?

Have Watertight Doors been examined and found efficient? Yes

Have Ventilators and their Coamings been examined and found efficient? Yes

Air and Sounding Pipes Yes

Doubling Plates under Sounding Pipes Yes

Engine Room Skylights Good

Coal Bunkers, Openings, Covers, &c. "

Oil Bunkers Good

Scuppers "

Cargo Hatchways "

Hatches "

Planking

Caulking

Treennails

Breasthooks & Stemson

Transoms, Pointers & Crutches

Timbers of Frame at openings

" at other places

Stringers, Clamps & Shelves

Salting

State if examined.

Copper, or Y.M.

(State if on Felt.)

When fitted, Month Year

Boats Good

Masts, Yards, &c. Good

Condition, how ascertained Examined

(State if wedges removed.)

Equipment letter

Anchors, No. of 3B IS IK

Cables (State if now ranged) Yes

" length 270 mean diam. 3/16"

" Rule length 270 size 2.5/16"

Chain Locker Good

Hawsers & Warps "

Standing and Running Rigging Good

Sails

General Observations, Opinion as to Class, Recommendation, &c.:— The vessel as now seen is in

State clearly 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 this survey, thus, for example:— "to remain as classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,38," or "to remain as classed and to have record of survey, 1,38, and the notations of ss No. 1-38."

safe working condition and eligible in my opinion to remain as classed, and to have fresh record of SS.Alx.4-50 (D), and the notation of Docking Survey 3-50 subject to permanent repairs to shell plates Portside K20, M 15 & 16, N 11, 12 and 13 upon return to Alexandria from present Black Sea voyage; Deep tank not to be used for oil fuel until girders fitted to tank top and extended spindles to suction valves. Deferred repairs fire damage Starboard side K 12, L 5, 6 & 7, M 10, 11 and N 8. Deck plating and beams SA 12/13 lower tween deck. No.1 Hold after bulkhead Wavy R.Q. deck plating.

Survey Fee (per Section 29) LE 127.500

Oil Fuel Installation 108.000

Special Damage Repair Fee (if any) (per Sec. 29)

Travelling Expenses (if chargeable) 27.450

Special Attendance Fee. 20.500

Fees applied for, 21/4/50

Received by me, 19

Committee's Minute

TUES. 6 JUN 1950

Character Assigned

Note written by Alex.

Deferred for Comp ss (spus) but 3.50 Alex

1.3.50 2.4.50 subject

Surveyor to Lloyd's Register of Shipping.

FRI. 7 JUL 1950

Lloyd's Register

Foundation

22 JUN

003599-003604-0392 1/6

WEAR & TEAR REPAIRS:-

NOW DONE:- In No.1 Cargo hold.

Port side: No.1 Bilge bracket plate renewed.

No.12 margin gusset plate renewed.

Forward two frame spaces margin plate part doubled; Margin plate also fitted with a small welded doubling, below the hold pillar.

Shell frames (Nos. from collision bulkhead)

Nos. 1 to 11 (inclusive) shell frames cropped and part renewed in way lower orlop and lower hold.

Reverse angles fitted in lower hold in Nos. 1 to 9 (inclusive) shell frames.

Starboard side:

Nos. 1, 13, & 27 bilge bracket plates renewed. No.12 margin gusset plate renewed.

Forward two bays, margin plate partly doubled:

Margin also fitted with a small welded doubling below hold pillar.

Nos. 1, 3, 4, 5 & 6 shell frames, cropped and part renewed at lower orlop deck.

Nos. 1 to 9 lower hold shell frames fitted with reverse bars.

Two shell frames adjacent to after bulkhead, fitted with reverse angles.

In No. 2 hold.

Port side: Nos. 2,4,6,7,8,10,11 and 13 bilge bracket plates renewed. Nos. 1,5 & 6 fitted with stiffening angles.

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

ANCHORS.

Number of Certificate.	Anchors.*	WEIGHT, EX STOCK.			WEIGHT OF STOCK.			TEST PER CERTIFICATE.			WEIGHT REQUIRED BY RULE.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.		
	1st Bower															
	2nd "															
	3rd "															
	Collective Weight															
	Stream.....															
	Kedge.....															

* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

CHAIN CABLES.

Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.		Length and size per rule.		Description.	Makers of Cables.	Where and when tested and Superintendent.
	Length.	Diam.	Stain- tory.	Breaking.	Supplied.	Per Rule.	Length.	Diam.			
	Fathoms.	Ins.	Tons.	Tons.	Cwts. qrs. lbs.	Cwts. qrs. lbs.	Fathoms.	Ins.			

7 R 2 dthly - more

2 hold turn dth

Wardless good as per

Rpt. 9a.

Port of ALEXANDRIA.

Continuation of Report No. 3994

dated

Sheet 2.

on the

" PAN OCEAN "

Starboard side: Nos. 2,5,8,9,10,12,13,15,16,19,20,21 bilge bracket plates renewed.

Margin plating partly doubled in way of its forward and after frame spaces.

No.2 Double bottom tank top (FIRE DAMAGE)

Port Side: 'A' Strake (adjacent to centre strake)

Nos. 1 and 2 plates (from forward bulkhead) renewed.

'B' Strake No.1 plate, forward end cropped and part renewed.

In No.3 hold.

Starboard bilge, six angle frame ends, found wasted, now renewed.

In No.4 hold.

Nos. 1 to 10 (inclusive) bulb angle shell frames lower 15'0" lengths renewed.

Port side: Four bilge bracket plates renewed.

After bulkhead, one gusset plate renewed.

Starboard side: Two bilge bracket plates renewed.

Two bilge bracket plates fitted with new face angles.

Forward bulkhead wing plate in way of bilge, fitted with a small welded doubling plate.

Nos. 1 to 11 (inclusive) shell frames, lower 15'0" lengths renewed.

Lower Tween Deck: Port forward stringer plate:- outboard half width fitted with a welded doubling plate 14'-0" in length.

Starboard forward stringer plate:- outboard half width fitted with a welded doubling plate 20'-0" in length.

In No.5 hold.

Port side: Six bilge bracket plates renewed, and one repaired.

Tank margin gusset plate after end cropped and part renewed.

Starboard side: Forward three bilge bracket plates renewed. Three bracket plates cropped and partly renewed.

Tunnel recess bulkhead plate part doubled in way of wastage.

No.4 Double Bottom tank below Boilers:- (Nos. from forward tank end)

Port side:- Nos. 3,4,5,6,7 & 8 floor plates upper halves cropped and renewed for full width.

No.8 inboard row, and Nos. 6 & 8 outboard row, intercostal plates, top halves renewed.

Starboard side:- Nos. 4,5,6,7 & 8 floor plates cropped, and upper halves renewed, full width.

Nos. 4,5,6,7,8 & 9 intercostal plates inboard and outboard rows, top halves renewed.

No.5 Double bottom tank. In way of Engine-room.

Port side: 2nd.Strake (from margin) No.2 tank top plate numbered from forward tank end, found wasted and thin at seams, now renewed.

No.6 Double bottom tank. top in way of tunnel recess, fitted with a small welded doubling in way of local wastage.

" PAN OCEAN ".Shell plating and framing:- (Nos. from aft).Port side: 'M' Strake. (Inside) (Nos. from aft)

No.13 Shell plate, wasted internally forward six frame spaces now doubled full width.

No.14 Shell plate, after six frame spaces doubled full width.

'K' Strake. No.20 Shell plate, locally wasted and thin, now fitted with welded doubling as a temporary repair for period of one voyage.'H' Strake. No.14 Shell plate, renewed.Starboard side:'E' Strake. No.11 plate part doubled forward end in way local wastage.'F' Strake. Nos. 10 and 11 plates renewed.'G' Strake. Nos. 8,9 and 13 plates renewed.

Stem bar fitted with shoe doubling up to 12'-0" draught mark in way of scrubbed shell plate landings.

No.3B.' Lower Tween deck space. (above deep tank).Port side:- Shell frames:- (Nos. from forward Bulk/Deep tank)^{head}

Nos. 1 to 9 frames renewed.

10. beam knee bracket plates renewed.

10. deck bracket plates renewed.

Starboard side:- Nos. 1 to 9 (inclusive) frames renewed.

Nos. 1 to 7 (inclusive) and No. 9 beam knee bracket plates renewed.

10. Deck bracket plates renewed.

Rudder lifted:- Locking pintle bushing renewed.

All stream line plating on stern frame renewed.

Main deck beams:- No. 2 Hold:- (Nos. from forward bulkhead) Nos. 1, 2 & 3 removed full width, faired and refitted.FIRE DAMAGE.

No. 3 Hold:- Nos. 1, 2, 3, 4, 5, 6, 8, 10, and 17 beams removed full width, faired and refitted.

Main deck plating repairs on account of Fire Damage.See Deferred Reports. Plating Nos. from Bridge Front;Port stringer, plating. No. 1 plate cropped and after end renewed. Nos. 2, 3 & 4 plates renewed.In No.2 Strake adjacent to above. Nos. 2,3,4,5,6 & 7 plates renewed.In No.3 Strake. Nos. 1, 2,3,4,5 and 6 plates renewed.In No.4 Strake. Nos. 1,3 & 4 plates renewed.In No.5 Strake. Nos. 1,2 & 3 plates renewed.In No.6 Strake. Nos. 1,2 & 3 plates renewed.In No.7 Strake. Nos. 2,3,5 & 6 plates renewed.In No.8 Strake. Nos. 2,3,4,5,6 & 7 plates renewed.

Port of ALEXANDRIA.

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dated

on the

" PAN OCEAN ".In No.9 Strake. Nos. 2,3,4,5,6 & 7 plates renewed.In No.10 Strake. (i.e. Starboard Stringer) No.3 plate renewed.Main Deck in Midship Bunker Space.Starboard side. Fire Damage.Stringer plate adjacent to Engine room casing cropped
abaft saddle hatchway and after end renewed.Port side.Stringer plate adjacent to Engine room casing in way of
saddle hatchway cropped and its after end renewed for a
length of 3'-0", adjoining after plate, (extending into
No.4 hold) cropped part removed faired and refitted.In No.2 Strake adjacent to above, aftermost plate renewed.In Ship's side stringer strake:- Aftermost plate renewed.In Starboard No.4 Hold:-Main Deck plating:- Nos. from forward bulkhead.

Forward No.1 ship's side stringer plate, renewed.

In No.2 Strake adjacent to stringer.- No.1 plate cropped
near bulkhead, and its after 12'-0" length, renewed. No.2
plate renewed in its entirety.Nos. 2 & 3 main deck beams cropped and outboard 12'-0"
lengths removed, faired and refitted.

Deck tie back angle partly renewed.

In Port No.4 Hold:-

Forward stringer plate renewed.

Engine room casing.In Midship Side Bunkers, above Fire Damage main deck:-Port Side:-

Two side casing plates abaft saddle hatch renewed.

Bulkhead coaming plate in way, removed, faired and refitted.

Starboard Side:-Nos. 2 & 3 side casing plates abaft saddle hatch, renewed,
together with 4 side stiffeners in way.

Coaming plate in way of above, heated and faired in place.

Forecastle Deck:- Fire Damage. All deck plating with the exception of the following,
found very heavily buckled, now renewed. Port and Starboard Nos.1
stringer plates. Forward plates in centre strake, and the forward
plates in port and starboard strakes:Deck beams in way of above:- Nos. 1,2,3,7,8,10,13 & 14 removed, or cropped and part
removed, faired and refitted.Shell plating and Framing. Fire Damage.NOW DONE:-Starboard side:- Nos. from aft and in accordance with (Keel strake = (A Strake)Builders Shell Expansion Drawing."H Strake". Nos. 9 & 10 plates buckled and distorted and fitted with temporary
doublings, both plates, now renewed in their entirety."K Strake". Nos. 16 & 17 plates found heavily buckled, now renewed.

Port of ALEXANDRIA.

Continuation of Report No. 3994. dated

on the

" PAN OCEAN " ."L Strake". No.9 plate cropped between frames 94/5 and its forward end renewed.

No.10 plate renewed throughout.

"M Strake". No.15 plate removed, faired and refitted."N Strake". No.12 plate aft end 8'-0" and internal doubling plate in way cropped part removed, faired and refitted.Starboard side Fire Damage, not dealt with at this survey."N Strake". No.8 plate after end buckled."M Strake". Nos. 10 and 11 plates generally buckled."L Strake". No.5 plate forward end, set in.

No.6 plate generally buckled;

No.7 plate buckled at after end.

"K Strake". No.12 plate lower seam buckled.

Main and upper deck stringer plates in way of above shell damage, buckled.

Port side:- Fire Damage Repairs (Nos. from aft)NOW DONE:-"H Strake". Nos. 9 & 10 plates found heavily buckled, and fitted with temporary doublings.

No.9 plate now renewed in its entirety.

No.10 plate renewed to the butt strap on 6th. frame space from forward end.

"K Strake". No.16 plate removed, faired and refitted.

No.17 plate after 18'-0" length, removed, faired and refitted.

"L Strake". No.9 plate cropped in forward frame space.

No.10 plate renewed in its entirety, and extended one frame space on to No.9 plate.

The following Fire Damage on port side has not been dealt with.-"M Strake". Nos. 15 and 16 plates heavily buckled."N Strake". No.11 plate heavily buckled at its after 6'-0" length. No.12 plate after 6'-0" length heavily buckled. No.13 plate generally buckled.Fire damage in holds not dealt with.-No.1 Cargo hold:- Thwartship after bulkhead in Lower orlop generally bulged to an extent of approximately 3" maximum. Lower tween deck bulkhead slightly buckled. *Nº 2 See letter 7/6/80*Lower Tween deck plating:- No.3A Hold, generally waved, port side, slightly waved starboard side. No.3B Hold, deck plating heavily waved and buckled. *Nº 3A See letter 7/6/80*Fire Damage repairs:-In No.3 Cargo hold.Port side.- 17 bulb angle shell frames cropped above lower deck, and renewed to bilge. All reverse angles renewed.

Nos. 1 to 18 (inclusive) bilge bracket plates and lower deck knee

bracket plates, all renewed. All gusset plating in way of tank margin, now renewed.

Starboard side:- 17 bulb angle shell frames cropped above lower deck, and renewed to bilge.

Deferred.

Deferred.

Port of ALEXANDRIA.

Continuation of Report No. 3994

dated

on the

" PAN OCEAN ".Fire damage repairs continued.-Starboard side.- All reverse angle renewed.

Nos. 1 to 18 (inclusive) bilge bracket plates and lower deck, knee bracket plates, all renewed.

No.3 double bottom tank top plating.-

In Centre Strake. No.1 plate (from forward bulkhead) cropped and aftermost 8'-0" length, renewed.

In port and starboard strakes, adjacent to centre Nos. 2 plates from forward, 12'-0" lengths, cropped and renewed.

Oil Fuel Conversion.

The No.3 double bottom tank, has been converted for carrying oil fuel bunkers. The new Crossbunker tank and settling tanks have all been constructed under survey, and in accordance with plans approved on the 29/10/49 and 17/12/49 and Section 20 of the Rules (1948-49).

No.3 double bottom tank is fitted with two six inch and two three inch diameter air pipes to deck.

Forward two frame spaces of No.4 double bottom tank have now been converted to a cofferdam by closing holes in the No.2 floor plate. This cofferdam also serves the purpose of an overflow tank for the Crossbunker deep tank, and is fitted with two six inch diameter air pipes leading to the deck.

Suitable scuppers have been constructed in way of the after end of the crossbunker tank top port and starboard sides to allow drainage to stokehold bilges.

Bulkhead plating at frame No.97 i.e. forward end of deep tank has been renewed in its entirety.

Bulkhead plating at frame No.86 i.e. after end of deep tank has been partly renewed as follows:-

Lower No.1 Thwartship strake (Nos. from port side):- Plate in port bilge renewed. Nos. 1, 5 & 6 plates renewed.

No.2 Thwartship strake:- Nos. 1, 4 & 6 plates renewed.

No.3 Thwartship strake:- Nos. 1, 3 & 6 plates renewed.

All bulb angles stiffeners transferred to forward side of plating.

Port and Starboard pocket bunkers between frames 86/88 in lower holds and lower tween deck spaces, removed in their entirety. Suitable bulb angle stiffeners fitted in lieu of original bunker bulkhead angles;

Lower tween deck plating in way of Crossbunker tank-top extended 3/8" thickness to cover original cargo hatchway, and apertures in way of above pocket bunkers. Deck beams also suitably extended. New 10" Channel pillars fitted lower tween deck to main deck at hatch sides Port and Starboard on frame 97.

Main deck plating in way of bottoms of pocket bunker coal trunks Port and Starboard sides now closed by 3/8" plating and deck beams extended full width.

NOTE. The above trunks between (R.Q.) deck and main deck frames 86/88 originally for access to lower pocket bunkers, remain in situation, and are now intended for Galley coal bunkers; All lead piping in No.3 double bottom tank, and throughout the stokehold space, has been renewed in steel.

Port and Starboard settling tanks:- Now fitted with internal stiffeners as per amendment to approved drawing dated 17/12/49. Bottom of tanks only, have been increased to 3/8" thickness.

The both settling tanks are fitted with Pneumercator indicators for sounding purposes.

Subsequent to Alexandria letter dated 11th April, 1950, it was found impossible to complete the full recommendations and requirements for the Oil Fuel Installation.

The following remains to be completed, upon vessels return to Alexandria from present voyage:-

Deep Bunker Tank:- Forward bulkhead to fit with sparring or lining as per Para.12b. Section 20. Deep tank top to be fitted with 3" x 40" flat bar stiffeners, as per amended drawing.

All five oil outlet valves on deep bunker tank to be fitted with extended spindles for control above boiler room.

Deep tank not to be used for Fuel Oil until the above requirements completed with.

Freeboard repairs:- Port and Starboard Crews toilets on poop, door locks renewed. After crews companion, new door lock fitted.

Nos. 4 & 5 Cargo hold ventilator coamings port and starboard sides re-riveted to deck.

Opening in shell plating for ash chute discharge, now closed by a welded 1/2" thick plate.

S.R. List.

See London Report No. 114475 dated 20th November, 1946.

Plates port side Nos. 5, 6, 7 & 8 in 'E' Strake have now been examined and drill tested, in way of portions not doubled, and thickness found satisfactory. The doublings as mentioned in the above report, are welded for their full circumferences, and riveted in way of frames and may now in my opinion be accepted as a permanent repair.

NOTE. The above-mentioned 'E' Strake is 'F' Strake on ship's shell expansion, and all previous remarks in this report refer to the latter drawing, copy of which is forwarded herewith.

CP Maplestone

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