

## REPORT OF SURVEY FOR REPAIRS, &amp;c., OF ENGINES AND BOILERS

(Received at London Office

28 APR 1950

Date of writing Report 20th APRIL, 1950.

When handed in at Local Office 1950.

Port of ALEXANDRIA.

No. in Survey held at ALEXANDRIA.

Date. First Survey

Last Survey

19

(No. of Visits.....)

21420. on the Machinery of the ~~XXXXXX~~ Steel Screw Steamer " PAN OCEAN "

Tonnage { Gross 5140	Vessel built at Hamburg.	By whom Blohm & Voss.	When 1923	Month 6
Net 3003	Engines made at "	By whom "	When 1923	Month 6
Nominal 790	Boilers, when made (Main) 1923 6	(Donkey) -		
Horse Power 3	Owners Pan-Ocean Nav.Co.S.A.	Owners' Address -		
No. of Main Boilers 3	Managers -	Port PANAMA.	Voyage -	
No. of Donkey Boilers -				
Steam Pressure in Main Boilers 213				
in Donkey Boilers -				

If Surveyed Afloat or in Dry Dock Both Alexandria Drydock.

Particulars of Classification (which must be inserted precisely as in Register Book &amp; Supplements).

Last Report No. Port

Particulars of Examination and Repairs (if any) B.S.T.S. &amp; Oil Fuel Conversion 100A1 3-49

(Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. 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 briefly summarised at the end of the report. State also the dates and initials of any letters respecting this case.)

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 why they were declined -

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

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Yes.

" " Donkey " " " -

If not, state for what reasons - What parts of the Boilers could not be thus thoroughly examined? -

What special means, in the absence of internal examination, were adopted by the Surveyor to assure himself of the thorough efficiency of those parts of each Boiler? -

State latest date of internal examination of each boiler Port, centre and starboard 28/3/50

Present condition of funnel(s) Good.

Did the Surveyor examine the Safety Valves of the Main Boilers? Yes

To what pressure were they afterwards adjusted under steam? 213 lbs.

Did the Surveyor examine the Safety Valves of the Donkey Boilers? -

To what pressure were they afterwards adjusted under steam? -

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes

and of the Donkey Boilers? -

Did the Surveyor examine the drain plugs of the Main Boilers? -

and of the Donkey Boilers? -

Did the Surveyor examine all the mountings of the Main Boilers? Yes

and of the Donkey Boilers? -

Has the screw shaft now been drawn and examined? Yes

Has it a continuous liner? Yes

Is an approved oil retaining appliance fitted at the after end? -

Has shaft now been changed? No

If so, state reasons -

Has the shaft now fitted been previously used? -

Has it a continuous liner? -

Is an approved oil retaining appliance fitted at the after end? No

State date of examination of Screw Shaft 2/3/50

State the wear down in the stern bush 5/32

Is electric light and/or power fitted? Yes

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? No.

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? No.

Engine parts, when referred to by numbers, should be counted from forward.

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done To complete Oil Fuel conversion.

Extended spindles to be fitted to all five oil outlet valves from deep tank and to steam smothering and unit control valve.

Now done:- Vessel placed in drydock, propeller and all outside fastenings examined. Screw shaft drawn and examined.

Port, centre and starboard main boilers examined internally and externally, together with doors, mountings and fastenings. Safety valves adjusted under steam as above.

Boilers now converted to Oil fuel burning in accordance with Plans approved on the 29/10/49,

17/12/49 &amp; 10/1/50. New Oil fuel pressure pumps stamped:- EE 207240 &amp; 219791 Lloyds Tested 400 lbs.

Heater stamped:- T &amp; W 12/10/49 Lloyds Tested 400 lbs.

All Oil fuel pressure pipes now tested to 400 lbs. water pressure and found tight.

All other oil fuel pipes, and suction pipes passing through No.3 double bottom tank now water tested to 50 lbs. pressure and found tight.

P.T.O.

General Observations, Opinion, and Recommendation:- The machinery of this vessel as now seen, is in safe

(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, BS 3,11, B&MS 3,11 or LMC 3,11 or LMC 140 lb., FD, &c.)

working condition, and eligible in my opinion to remain as classed, and to have fresh record of

B.S. 4-50 &amp; T.S. C.L. 3-50 and the notation of Fitted for Oil fuel 4-50, F.P. above 150° Fah. when

extended spindles have been fitted to deep tank suction, Oil Fuel Unit and Steam Smothering, stop

valves. Subject to special examination of :- P &amp; S furnace port boiler, P furnace centre boiler,

and P furnace in starboard boiler, at the next boiler survey.

Survey Fee (per Section 29) LE41.500

Fees applied for

21/4/1950

Special Damage or Repair Fee (if any) £ :

Received by me,

Travelling expenses (if chargeable) £ :

19

Committee's Minute

TUES 6 JUN 1950

Assigned

BS. 4.50, subject

A.3.50

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register  
Foundation

003599.003604-0396



All Steam heating coils now installed, throughout deep bunker tank, No.3 Double bottom. cofferdam in stokehold, and port and starboard settling tanks, tested to 360 lbs. water pressure and found tight.

Suitable steam smothering pipes have been installed below boiler and settling tanks.

The control for the above steam smothering arrangement, is at present in the top of the fiddling casing, but will be shifted to operate from outside, upon vessel's return from present voyage.

Oil Fuel burning installation and steam smothering appliances have been examined under working condition and found satisfactory.

Stokehold is fitted with suitable connection for washing tank tops etc.

All lead suction bends, in No.3 double bottom tank, stokehold and the new cofferdam, have now been renewed in steel.

#### Boiler repairs. NOW DONE.-

Port Boiler:- Centre combustion chamber crown, three girders removed for access, and plating built up E.W. in way of wastage. Three screw stays to crown, renewed. Three scattered wrapper plate screw stays, renewed.

Starboard Boiler:- Two screw stays on each of port, centre and starboard combustion chamber crowns, now renewed. Eight scattered wrapper plate screw stays, renewed.

S. R. List. All boiler furnaces have now been carefully examined and continue efficient.

It is recommended that the following furnaces be again specially examined at the next Boiler Survey:- Port and Starboard furnaces in port boiler, port furnace in centre boiler, and port furnace in starboard boiler.

NOTE.- A temporary extended spindle has been installed to allow closing the oil fuel unit steam stop valve from engine room skylight.

*CK Mapleton*