

Port San Francisco No. 11,326
 Writing Report 17th Dec. 1959 When handed in at Local Office Received London
 at Alameda, Calif. No. of Visits 3 First Date 30th Nov 1959 Last Date 12th Dec 1959

REPORT OF SHIP SURVEYS AND REPAIRS

Surveyor's attention is drawn to the relevant requirements of Chapters B & C of the Rules.

(Suppl. No. 5)

on the Iron or Steel M.S. "GUAM PIONEER" (ex Los Antecas) Tonnage 2283
 Danak (formerly Danzig) By whom International S.B. & E. Co., Ltd. When 1929 - 5
 West Indies Steamship Corp. Owner's address (if not already in R.B.)
 Port of Registry Monrovia
 About or in Drydock Both Name of Dock Todd Pacific Shipyard Date of last exam. in Drydock 6/59

alterations in existing particulars in the Register Book should be reported and underlined.

Part No. Part Particulars of Classification (which must be inserted precisely as in Register Book and Supplements)

not be reported in the terms of the Rules. The nature and extent of Examined Repairs (if any) must be stated in detail, the parts examined and their being clearly indicated. For Annual, Special or other Condition Surveys any of Examination and Condition on the back of the Report is to be completed and amplified (if necessary) in the body of the Report. Outstanding complete the Survey should be summarized at the end of the Report. The Repairs must be stated. Repairs on account of Damage (the alleged cause must be stated) should be separated from Repairs due to other causes, and, as detailed in the body of the Report, should be summarized in the form, as in a Special Survey, the Shell and Bottom Plating is drilled the results noted on Report (i) (Dr). If however Anchors or Chain Cables are replaced the necessary particulars are to be given on Report (ii) (Eq) which is to be in this Report.

SHIPS CLASS		Machinery	
Date of Special and of Drydocking Surveys, etc.			
*100A1	6/59	*LMC	3/55
(Dr)	3/55	B.S.	M6/59
		T.S.	CL6/59
		S.P.	3/55
		OP	5/38

and references to any letters relating to this Report

places where the Surveyor has not made a special damage report he should state whether he offered certificates for this purpose and to whom and why they were declined. Not required. Freshboard as marked on ship and now verified. Was a damage report made by anyone else? If so, by whom Underwriter's Surveyor.

ATION AND REPAIRS AS PER RULE FOR Docking for repairs as a result of damage stated sustained by ship near Cape Gracias A. Dios off coast of Honduras at 23.40 hours on the 20th October while on voyage from Puerto Barrios, Guatemala to Kobe, Japan via Panama Canal. The vessel was stated to have refloated at 15.15 hours on the 22nd October 1959, and was diverted to the Canal Zone to San Pedro, California for repairs. Due to labour difficulties at San Pedro the vessel was again diverted to San Francisco for drydocking and repairs.

The vessel was placed on drydock in loaded condition when it was found that a hole was missing from shell plate B4 port. As access to the double bottom tank was possible the hole was filled using a mild steel plug which was efficiently welded to shell plate. In addition to the missing rivet eighteen rivet points in the same area around with the points corroded. These rivet points were made good with welding and rivets recaulked. Thirty-seven (37) additional rivets in the vicinity were recaulked. 1 ft. of the seam between "B" and "C" strake plates recaulked. On completion of the No. 1 Double Bottom tank was filled, tested and found tight. It is recommended that rivet in Shell plate B4 be renewed at the next drydocking. Group A defect.

The following indents in bottom forward plating noted at that time. These are minor nature, do not affect the seaworthiness of the vessel and were not dealt with at time. (P.T.O.)

CONTINUATION OVER/OR SHEET 1

OF DAMAGE REPAIRS	Shell Plates	Frames	R. Frames	Floors and Bracket Floors	Inner Bottom Plates	Deck Plates	Beams	Other Items
and Faired or Repaired								
Required in place								

ry also been held on machinery of the Ship?

Is Classification Certificate required? If so, to be sent to

Report sent now, or when will it be sent? Has Interim Certificate been issued?

OBSERVATIONS, OPINION AND RECOMMENDATION AS TO CLASS

clearly what alteration, if any, is suggested to be made in the existing Classification or Survey or other records of the Ship in the Register Book consequent upon this, for example: "to remain as Classed in the Register Book without fresh record of Docking"; "to remain as Classed and to have record of drydocking 1.55"; or to remain as classed and to have record of drydocking 1.55, and the notation of S.S. . . . 1.55".

VESSEL IS ELIGIBLE, IN MY OPINION, TO REMAIN AS CLASSED WITH FRESH RECORD OF DS 12/59
 T TO PLUG RIVET IN SHELL PLATE B4 BEING RENEWED AT THE NEXT DRYDOCKING.

S. Halliday
 Surveyor to Lloyd's Register of Shipping

NEW YORK

DEC 23 1959

Deferred for comp SS
 but all in DS 12.59 Subject (how)

in U.S.A.

NS

Cargo Battens not fitted (No Sparring)

SS(P)

Hull Special Survey

00408400004092-0212 1/3

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OF THE SHIP AS INDICATED BELOW HAVE BEEN EXAMINED FOR

SURVEY

Items	New Examined YES NO or NONE	Tanks	New Examined Internally	New Tested
ing, stowage and rubber cleaned, as and recoated in drydock		F.P. Tank		
Deck, Superstructures and Casings		A.P. "		
h. Covers, closing and securing appli-		D.B. Tanks (Indicate Oil Fuel) and Cofferdams		
ventilators, skylights, companionways and appliances		Fresh Water Tanks		
		Deep Tanks		
		Oil Fuel Tankers and Set- ting Tanks		
		Side Tanks		
		Wing Tanks		
		Other Tanks		
		Cargo Tanks (Tankers)		
		Cofferdams		
		Pump Rooms		
		Have Tanks now Examined been Cleaned as Necessary?		
		Have Struts in Cargo Tanks (of Tankers) been removed?		
		Have Tanks been Retested as necessary after completion of any Repairs?		

Have now surveyed been cleared and cleaned as necessary?

Have ceiling and cargo battens, linings, pipe casings, etc. been removed and replaced as required by the Rules?

Have been cleaned out and examined?

Have had rust removed and afterwards been recoated as necessary?

Has cement in bottom been examined?

Have plugs or any insulation removed to inspect spaces for examination of steelwork?

Have survey been held?

If so, state which

Have had deck plating been drilled as per Rule?

If so, Report 5 (Dr) to be attached.

Have been inspected to the approved soundings and arrangements now been effected?

If so, report details in body of Report.

Have which compartments and/or tanks have been examined or tested by giving the identification numbers and inserting the word "Yes", e.g. Hold: Nos. 1, 2 & 3-Yes;

Condition of the following parts is as far as examined is to be reported:-

Good	Ceiling and Cargo Battens	not examined	Stain Valves examined and found	not examined
Good	Cement or Asphalt	" "	Air and Sounding Pipes	not examined
Good - see report	Cargo and other Hatchways	" "	Doubling Plates under Sounding Pipes	not exam.
Good	Hatches and closing appliances	" "	Masts and Rigging examined and found	Good
Good	Ventilators, their casings	Good	Condition how ascertained	from deck
Good	and closing appliances	Good	(State if wedges removed)	not examined
Good	Companionways and Skylights	Good	Chain Locker	not examined
Not examined	Shall Openings	" "	EQUIPMENT	
" "	Ash Shoots	" "	Equipment Letter	S
" "	Overboard Discharges and Scuppers	Good	Anchors, No. of	3 Condition Good
" "	Feeding ports	Good	Cables (State if new ranged and examined)	No
" "	Steering Gear (Main and Auxiliary)	Good	" length	stated complete
" "	examined and found	Good	" (No found)	Rule Length 240 Size 1 13/16
" "	Winches examined and found	Good	Howers and Wreps	Good
" "	Pumps	Not examined	State if any Anchors or Chain Cable have	No
" "	W.T. Doors	Good	new been supplied or retorted, if so,	No
" "			complete Report 5 (Eg) and attach	"

(A) or endorsement (B) of Class (if any) been dealt with?

See Below

REPAIRS, Etc. (Contd.) Starboard B 3 indented two places between floors 124 to 126.

Starboard D 4 indented two place between floors 108 to 110 at the lower

contacting C strake plate landing slightly set in.

It is recommended that these indents be regarded as Group B defects.

The No. 3 Double Bottom tanks which were stated to have been leaking during the

was filled, tested and the plating in way carefully examined but no leakage was found.

The remainder of the underbody of the vessel was examined and no further

found. Only the forward bottom of the vessel's plating in way of the above named

was recoated at this time.

Wear and tear repairs now carried out- Rudder post fair water plate welding

Survey Fee Docking - \$40.00

Special Damage to Boat Fee (if any) 50.00

Traveling Expenses (if chargeable) 12.00

(Continuation to Page 3)

Second Surveyor's Fee (if any)

Done when A/c. Rendered 7th Dec. 1959

San Francisco

REC'D NEW YORK DEC 22 1959

Continuation of Report No. 11,326

dated 17th December

on the

S/S "QUAM PIONEER" (ex Los A. tecas)

and cracked at lower connection to skeg also weld of vertical butt of fair water
has cracked lower 3 ft. These cracked welds have been cut out, rewelded, examined
found satisfactory.

E.M.



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Lloyd's Register
Foundation

02/12/59

Deck
NS Docking Survey
Cargo Battens not fitted (No Sparring)

SS(P) Hull Special Survey (Progressive)
(Drilling)
(Modified)

This Certificate is