

Independent Pumps (Identify by position)

1. & Oil Fuel Suction Lines, Fittings & Controls

Piping Arrangements & Fittings in the machinery space been examined as considered necessary?

when

1. Lub. Oil Coolers

2. Heaters (state service)

Compressors, Coolers & Safety Devices

3. Safety Devices—Main

4. Auxiliary

(Not forming part of hull structure)

5. Have Evaporator Safety Valves been tested under steam?

6. Windlass 7. Fire Extinguishing Arrangements

8. RIGGING (Identify by position)

ELECTRICAL EQUIPMENT

PORT

STARBOARD

AUXILIARY EQUIPMENT

Generators & Governors

Motors

Switchboards & Fittings

Circuit Breakers

Cables

Insulation Resistance

Steering Gear Generators and Motors

Navigation Light Indicators

Alles, etc.

Cables

Wires

Ropes

Rigging

9. BOILERS (Identify by position and state latest date of internal examination of each boiler)

AUXILIARY, DONKEY or PRESS

10. Fittings

11. Safety

12. Spt.

13. Repairs

Exhaust Gas Heated Economizers

14. Generators

Steam Generator Safety Valves Adjusted to

15. System & Remote Controls examined working in accordance with Rules?

Forced Circulating Pumps

16. Pipes in cylindrical boiler smoke boxes been examined as required by Rules?

Funnels

TESTING OF STEAM PIPES (State material)

Auxiliary (over 3 in. bore)

17. Checked?

Have Saturated Pipes in cylindrical boiler smoke boxes been tested?

18. DEFECTS & REPAIRS, ETC. (Damage repairs should be detailed separate from wear and tear repairs, state what action has been taken regarding items which are of class)

Due to damage sustained by vessel grounding off coast of Honduras on the 15th 1959 at 23.40 and refloating at 15.15 on the 22nd October 1959 after discharging a feed water overboard and using salt feed for make up during remainder of voyage total where vessel arrived on the 29th October 1959. The boilers were stated to have been examined and flushed out at the Canal Zone and the vessel proceeded to San Pedro, California for examination of reported leak in No. 1 Double Bottom tank. Due to labour troubles in San Pedro the vessel proceeded to San Francisco for drydocking and repairs. Please refer to Los Angeles Surveyor's Report dated 27th November 1959.

Port and starboard boilers blown down, chemically cleaned and the following repairs carried out:

All low door spigot fits built up with electric welding where corroded and doors refitted.

Center and outboard furnaces of the port boiler found deformed on the low inboard and outboard bottom quarters. The temporary stays fitted inside the outboard furnace were removed. Both furnaces were test drilled, the thickness of the metal found satisfactory

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Survey fee

Repair

Damage fee

Expenses

Late Fee 12th Dec.

8:30 to 1:00AM

Date when A rendered

\$150.00

30.00

22.00

17th December 1959

0213 2/3

San Francisco

REC'D NEW YORK DEC 22 1959

Continuation of Report No. 11,326 dated

17th December 1959 on the

S/S "GUAM PIONEER" (ex Los Aztecas)

jacked back as close as possible to original shape. The upper half circumferential stays (2 per furnace) which had been fitted previously were extended to form complete circumferential stays and were efficiently scallop welded to the furnaces, examined on completion of the work and found satisfactory for service pending manufacture of new stays which the Owners state have been ordered in Japan. It is now recommended that center and outboard furnaces of the port boiler be examined or renewed before the end of March, 1960. Group A defect.

Five plain tubes and two stay tubes were removed from the port boiler as the combustion chamber ends of the tubes were found corroded and could not be expanded. Plain tubes were replaced with new tubes but spare stay tubes were not available. Two 2" diameter stoppers were fitted where the tubes were removed from the low row second row from the bottom of the center combustion chamber. These stay tubes are to be renewed at the next Boiler Survey. Group A defect.

Various superheater elements in both boilers which had been removed by the ship's staff have now been replaced with new spare elements taken from the Ship's stores.

All plain and stay tubes were re-rolled in all combustion chambers of both port and starboard boilers. Various combustion chamber stays which were found leaking were replaced and wrapper and back plates have now been recaulked and the nuts refitted.

On completion of the repairs both boilers were tested by hydraulic pressure testing pressure, examined and found satisfactory. The boilers were subsequently run under steam and the safety valve re-adjusted to normal working pressure of 180 lb.

Certificate B.1 and two Letters 4 issued to the Owners and copies herewith.

S. U.



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Lloyd's Register
Foundation

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