

Rpt. 8

Port San Francisco

No. 11,326

Date of writing Report 17th Dec. 1959

When handed in at Local Office

Received London

Survey held at Alameda, Calif.

No. of Visits 3

First Date 30th Nov 1959

Last Date 12th Dec 1959

REPORT OF SHIP SURVEYS AND REPAIRS

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

No. in R.B.

(Suppl. No. 5)

19871 on the Iron or Steel M.S. S/S "GUAM PIONEER" (ex Los Aztecas)

Tons Gross 2283

Built at Gdansk (formerly Danzig)

By whom International S.B. & E. Co. Ltd.

When 1929 - 5

Owners West Indies Steamship Corp.

Owner's address
(If not already in R.B.)

Managers

Port of Registry Monrovia

Surveyed Afloat or in Drydock Both

Name of Dock Todd Pacific Shipyard

Date of last examn. in Drydock 6/59

N.B.—Any alterations in existing particulars in the Register Book should be reported and underlined.

Last Report: No. 6170 Port LOS
To be filled in at Head Office.

Particulars of Classification (which must be inserted precisely as in Register Book and Supplement)

Surveys must be reported in the terms of the Rules. The nature and extent of Examinations and Repairs (if any) must be stated in detail, the parts examined and their condition being clearly indicated. For Annual, Special or other Condition Surveys the Summary of Examination and Condition on the back of the Report is to be carefully completed and amplified if necessary in the body of the Report. Outstanding items to complete the Survey should be summarised at the end of the Report. The reasons for Repairs must be stated. Repairs on account of Damage (the alleged 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 below. When, at a Special Survey, the Shell and Deck Plating is drilled the results must be reported on Report 8(Dr). Whenever Anchors or Chain Cables are replaced or retested the necessary particulars are to be given on Report 8(Eq) which is to be attached to this Report.

Give dates and references to any letters relating to this Report

SHIP'S 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
		OF	5/38

In damage cases where the Surveyor has not made a special damage report he should state whether he offered

services for this purpose and to whom and why they were declined not required Freeboard as marked on ship and now verified ft. ins.

Was a damage report made by anyone else? If so, by whom? Underwriter's Surveyor.

EXAMINATION AND REPAIRS AS PER RULE FOR Docking for repairs as a result of damage stated sustained by grounding near Cape Gracias A. Dios off coast of Honduras at 23.40 hours on the 20th October 1959 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 from 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 rivet was missing from shell plate B 4 port. As access to the double bottom tank was not possible the hole was filled using a mild steel plug which was efficiently welded to the shell plate. In addition to the missing rivet eighteen rivet points in the same area were found with the points corroded. These rivet points were made good with welding and the rivets recaulked. Thirty-seven (37) additional rivets in the vicinity were recaulked and 12 ft. of the seam between "B" and "C" strake plates recaulked. On completion of the repairs No. 1 Double Bottom tank was filled, tested and found tight. It is recommended that plug rivet in Shell plate B 4 be renewed at the next drydocking. Group A defect.

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

(P.T.O.)

CONTINUATION OVER/OR SHEET 2

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

Has a Survey also been held on machinery of the Ship?

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

If so, is the Report sent now, or when will it be sent?

Has Interim Certificate been issued?

GENERAL OBSERVATIONS, OPINION AND RECOMMENDATION AS TO CLASS

State 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 survey, 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".

THIS VESSEL IS ELIGIBLE, IN MY OPINION, TO REMAIN AS CLASSED WITH FRESH RECORD OF DS 12/59 SUBJECT TO PLUG RIVET IN SHELL PLATE B 4 BEING RENEWED AT THE NEXT DRYDOCKING.

E. A. Marlborough
Surveyor to Lloyd's Register of Shipping

Date of Committee

NEW YORK

DEC 23 1959

Minute

Deferred for comp SS
but all in DS 12.59 subject (L. & M.)

Noted
for
Header

© 2020

Lloyd's Register
Foundation

TABLE 1

PARTS OF THE SHIP AS INDICATED BELOW HAVE BEEN EXAMINED FOR

SURVEY

Items	Now Examined YES NO or NONE	Tanks	Now Examined Internally	Now Tested
Shell plating, sternframe and rudder cleaned, examined and recoated in drydock		F.P. Tank		
Rudder lifted		A.P. "		
Weather Decks, Superstructures and Casings		D.B. Tanks (indicate Oil Fuel) and Cofferdams		
Hatchways, Covers, closing and securing appliances		Fresh Water Tanks		
Ventilator coamings, skylights, companionways and closing appliances		Deep Tanks		
Holds		Oil Fuel Bunkers and Settling Tanks		
Tween Decks		Side Tanks		
Fore Peak Spaces		Wing Tanks		
After " "		Other Tanks		
Engine Space		Cargo Tanks (Tankers)		
Boiler "		Cofferdams		
Under Engines and Boilers		Pump Rooms		
Tunnel and Well				
Coal Bunkers				
Chain Locker				
Other Spaces				
		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 the spaces now surveyed been cleared and cleaned as necessary?

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

Have the bilges been cleaned out and examined?

Has steelwork had rust removed and afterwards been recoated as necessary?

Has cement in bottom been examined?

Were inspection plugs or any insulation removed in insulated spaces for examination of steelwork?

Has a Load Line Survey been held?

If so, state which.

Have the shell and deck plating been drilled as per Rule?

If so, Report 8(Dr) to be attached.

Have any alterations to the approved scantlings and arrangements now been effected?

If so, report details in body of Report.

NOTE:—Indicate which compartments and/or tanks have been examined or tested by giving the identification numbers and inserting the word "Yes", e.g. Holds: Nos. 1, 2 & 3—Yes; or All—Yes.

TABLE 2

The present condition of the following parts in so far as examined is to be reported:—

Shell plating	Good	Ceiling and Cargo Battens	not examined	Sluice Valves examined and found	not examined
" " in way of side scuttles	-	Cement or Asphalt	" "	Air and Sounding Pipes	not examined
Rudder and Sternframe	Good - see report	Cargo and other Hatchways	" "	Doubling Plates under Sounding Pipes	not exam.
Decks	Good	Hatches and closing appliances	" "	Masts and Rigging examined and found	Good
Superstructures and their closing appliances	Good	Ventilators, their coamings	Good	Condition, how ascertained	from deck
Coamings and Casings	Good	and closing appliances	Good	(State if wedges removed)	not examined
Beams and Fastenings	Not examined	Companionways and Skylights	Good	Chain Locker	
Frames	" "	Shell Openings	-	EQUIPMENT	
Reverse Frames	" "	Ash Shoots	-	Equipment Letter	S
Longitudinals	" "	Overboard Discharges and Scuppers	Good	Anchors, No. of	3
Transverses	" "	Freeing ports	Good	Condition	Good
Floors	" "	Steering Gear (Main and Auxiliary)		Cables (State if now ranged and examined)	No
Keelsons	" "	examined and found	Good	" length	stated complete
Stringers	" "	Windlass examined and found	Good	(on board)	mean diam.
Inner Bottom Plating	" "	Pumps	Not examined	" Rule Length	240
Bulkheads and Tunnel	" "	W.T. Doors	Good	Size	1 13/16
				Hawsers and Warps	Good
				State if any Anchors or Chain Cable have	
				now been supplied or retested, if so,	No
				complete Report 8(Eq) and attach.	-

Have conditions (A) or endorsements (B) of Class (if any) been dealt with?

See Below

REMARKS, 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 edge with 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 voyage were filled, tested and the plating in way carefully examined but no leakage was found.
 The remainder of the underwater body of the vessel was examined and no further damage found. Only the forward bottom of the vessel's plating in way of the above named damages was recoated at this time.
 Wear and tear repairs now carried out:- Rudder post fair water plate welding

Survey Fee Dacking \$40.00

Special Damage Repair Fee (if any) 50.00

Travelling Expenses (if chargeable) 12.00

(Continuation to Page 3)

Second Surveyor's Fee (if any)

Date when A/c. Rendered 17th Dec. 1959

Rpt. 9a.

Port of San Francisco

REC'D NEW YORK DEC 22 1959

Continuation of Report No. 11,326

dated 17th December

on the

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

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

E.A.