

Rpt. 8

Port of HONG KONG

No. 14961.

Date of writing Report 16-7-59.

When handed in at Local Office 16-7-59.

Received London

Survey held at Hong Kong.

No. of Visits 5.

First Date 14-6-19 59.

Last Date 30-6-19 59.

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.

72789

on the ~~Iron~~ or Steel M.S.

"NICANIA"

Tons gross 8179.

Built at

Newcastle-on-Tyne.

By Whom

Hawthorn, Leslie & Co., Ltd.

When

Year 1942. Month 5.

Owners

Shell Petroleum Co., Ltd.

Owners' address

(If not already in R.B.)

London.

Managers

Port of Registry

Surveyed Afloat or in Drydock

Both.

Name of Dock

Kowloon Docks.

Date of last examn. in Drydock

16-6-59.

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

Last Report: No.

12918

Port

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. Secretary's letter, Ref. Classn.(S), dated 1-6-59.

In damage cases where the Surveyor has not made a special damage report he should state whether he offered his services for this purpose and to whom and why they were declined. Yes.

Freeboard as marked on ship and now verified 6 ft 8½ ins

Not required.

Was a damage report made by anyone else? If so, by whom? No.

EXAMINATION AND REPAIRS AS PER RULE FOR DOCKING SURVEY AND WEAR & TEAR REPAIRS.

Now Done for Unknown Damage Permanent Repairs :- In way of Fore peak store, S.S., (Frames & plating numbered from aft).

Shell plate No.19 in "H" strake renewed.

Shell frames in way Nos.174, 175 & 176 removed, faired and refitted.

Shell frames in way No.173 faired in place.

4 frame brackets faired in place.

Repairs (Wear & Tear) :-

Shell plate No.16 in "G" strake, P.S., renewed.

Shell plate No.8 in "H" strake, S.S., cropped and part renewed.

Shell plate No.9 in "J" strake, S.S., cropped and part renewed.

Shell frames Nos.63 & 64 in way of above cropped and part renewed.

Temporary Deck Plate Doublers fitted in way of No.1 tanks as follows :- (Plating numvered from fwd.).

(P.S.) A.3, C.2, (S.S.) B.3, C.3 & C.2.

Also in way of No.9 tanks etc.

(P.S.) B.11, B.12, D.11 & D.10.

No.8 starboard tank

Frames Nos.55, 57, 58, 59, 60 & 64 reinforced by flat

bars, welded.

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	1	-	-	-	-	-	-	-
Removed and Faired or Repaired	-	3	-	-	-	-	-	-
Faired or Repaired in place	-	1	-	-	-	-	-	4 frame brackets.

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

Yes.

Is Classification Certificate required? If so, to be sent to No.

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

Now.

Has Interim Certificate been issued? Yes.

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 ship, so far as now surveyed, is in good condition and eligible, in my opinion, to remain as classed, with fresh record of D.S. 6,59, subject to temporary doubled deck plating being dealt with at the next Special Survey.

Surveyor to Lloyd's Register of Shipping

Date of Committee

TUESDAY 13 OCT 1959

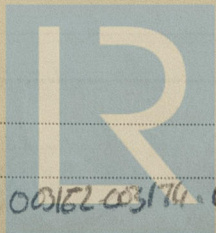
Minute

D.S. 6,59 subject

D.S. 6,59

Noted
for
Header

30m.4,57



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Lloyd's Register
Foundation

TABLE 1

PARTS OF THE SHIP AS INDICATED BELOW HAVE BEEN EXAMINED FOR DOCKING 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	Yes.	F.P. Tank		
Rudder lifted	No.	A.P. "		
Weather Decks, Superstructures and Casings	Yes.	D.B. Tanks (Indicate Oil Fuel and Cofferdams)		
Hatchways, Covers, closing and securing appliances	Yes.			
Ventilator coamings, skylights, companionways and closing appliances	Yes.			
Holds	No.	Fresh Water Tanks		
		Deep Tanks		
Tween Decks	No.	Oil Fuel Bunkers and Settling Tanks		
		Side Tanks		
Fore Peak Spaces	No.	Wing Tanks		
After " "	No.	Other Tanks		
Engine Space	No.			
Boiler " "	No.	Cargo Tanks (Tankers)		
Under Engines and Boilers	No.			
Tunnel and Well	No.			
Coal Bunkers	None.	Cofferdams		
Chain Locker	No.			
Other Spaces	-	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 the spaces now surveyed been cleared and cleaned as necessary? Yes.

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 cement in bottom been examined? -

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

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

Has a Load Line Survey been held? Yes. If so, state which Annual. Drilling at Owners' repair specification at S.S.

Have the shell and deck plating been drilled as per Rule? Yes. If so, Report 8(Dr) to be attached at S.S.

Have any alterations to the approved scantlings and arrangements now been effected? No. 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	-	Sluice Valves examined and found <u>None.</u>
" " in way of side scuttles	"	Cement or Asphalt	-	Air and Sounding Pipes <u>When examd. Good.</u>
Rudder and Sternframe	"	Cargo and other Hatchways	Good.	Doubling Plates under Sounding Pipes <u>"</u>
Decks	"	Hatches and closing appliances	"	Masts and Rigging examined and found <u>"</u>
Superstructures and their closing appliances	"	Ventilators, their coamings	"	Condition, how ascertained <u>From deck.</u>
Coamings and Casings	"	and closing appliances	"	(State if wedges removed) <u>Not examined.</u>
Beams and Fastenings	-	Companionways and Skylights	"	Chain Locker <u>"</u>
Frames	Where examd. good.	Shell Openings	-	EQUIPMENT
Reverse Frames	"	Ash Shoots	None.	Equipment Letter <u>C+</u>
Longitudinals	"	Overboard Discharges and Scuppers	Good.	Anchors, No. of <u>3 B</u> Condition <u>Good.</u>
Transverses	"	Freeing ports	"	Cables (State if now ranged and examined) <u>No.</u>
Floors	"	Steering Gear (Main and Auxiliary)	"	" length <u>Stated</u> mean diam. <u>correct.</u>
Keelsons	"	examined and found	"	" Rule Length <u>Size</u>
Stringers	"	Windlass examined and found	"	Hawsers and Warps <u>Sufficient.</u>
Inner Bottom Plating	Not examined.	Pumps	Not examined.	State if any Anchors or Chain Cable have
Bulkheads and Tunnel	Where examd. good.	W.T. Doors	Good.	now been supplied or retested, if so,
				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.)

Repairs (Wear & Tear) :-

No.8 starboard tank - Port upper & lower stringers reinforced by 10" x 3 1/2" x 1/2" bulb angle.

10 W.T. Doors - packing renewed.

Bulwark rail bars, cropped and renewed as necessary.

Ventilator (6) cowls cropped and part renewed.

Also minor repairs effected.

Survey Fee D.S. \$300.00 Second Surveyor's Fee (if any) -

Special Damage or Repair Fee (if any) 350.00 Date when A/c. Rendered 2-7-59.

Travelling Expenses (if chargeable) 14.00

RPT. 8(Dr.) (SHELL & DECK DRILLINGS)

To be securely attached to

REPORT Hong Kong No. 14961.

SHIP'S NAME "NICANIA"

DATE OF DRILLING 14th & 19th June, 1959.

THICKNESSES OF SHELL PLATING ascertained by drilling and comparison of same with original thicknesses.

The thicknesses are in hundredths of an inch.

Drillings to be made in accordance with rules.

STRAKE		AMIDSHIPS						FORWARD						AFT						REMARKS
POSITION	Letter	Original Thickness	Thickness by Drilling		Diminution if any		Original Thickness	Thickness by Drilling		Diminution if any		Original Thickness	Thickness by Drilling		Diminution if any					
			Port	Stbd.	Port	Stbd.		Port	Stbd.	Port	Stbd.		Port	Stbd.	Port	Stbd.				
Bridge Sheerstrake																				
Bridge Strake below																				
Sheerstrake ...	K	90	80	80	10	10	50	55	50	-	-	66	65	65	1	1				
1st Strake below	J	76	65	60	11	16	54	50	50	4	4	55	55	47.5	-	7.5				
2nd ,, ,,	H	64	55	55	9	9	52	40	45	12	7	52	50	50	2	2				
3rd ,, ,,	G	64	55	55	9	9	52	45	47.5	7	4.5	52	50	47.5	2	4.5				
4th ,, ,,	F	64	55	55	9	9	50	50	40	-	10	52	50	47.5	2	4.5				
5th ,, ,,	E	64	55	55	9	9	50	45	45	5	5	52	47.5	52.5	4.5	-				
6th ,, ,, <i>Beleg</i>	D	64	55	55	9	9	53	55	55	-	-									
7th ,, ,,	C	64	55	55	9	9														
8th ,, ,,	B	<i>60 66</i>	55	55	<i>5 0</i>	<i>5</i>						64	50	60	14	4				
9th ,, ,,	A	67	60	55	7	12	74	72	65	2	9	56	50	55	6	1				
10th ,, <i>Keel</i>		86		75	11		78	65		13		78	80		-					
11th ,, ,,																				
12th ,, ,,																				

THICKNESSES OF SHELL PLATING IN WAY OF END CARGO TANKS

IN OIL TANKERS—IF DRILLED

Fm. 155.

Fm. 45.

STRAKE		Letter	FORWARD TANK						AFTER TANK						REMARKS
POSITION	Original Thickness		Thickness by Drilling		Diminution if any		Original Thickness	Thickness by Drilling		Diminution if any					
	Port	Stbd.	Port	Stbd.	Port	Stbd.	Port	Stbd.	Port	Stbd.	Port	Stbd.			
Bridge Sheerstrake															
Bridge Strake below															
Sheerstrake	K	72	65	67.5	7	4.5	100	100	90	-	10				
1st Strake below	J	58	50	52.5	8	5.5	76	65	62.5	11	13.5				
2nd " "	H	56	40*	40*	16	16	64	50	42.5*	14	21.5	*	Recommended		
3rd " "	G	54	55	60	-	-	64	60	60	4	4		to be renewed		
4th " "	F	54	37.5	37.5*	16.5	16.5	62	50	47.5	12	14.5				
5th " "	E	54	50	45	4	9	62	50	50	12	12				
6th " "	D	54	42.5	45	11.5	9									
7th " "	C	70	55	60	15	10	62	60	55	2	7				
8th " "	B	74	65	55	9	19	66	50	47.5*	16	18.5				
9th " "	A	74	65	60	7	14	65	60	55	5	10				
10th " "	Keel	78	75		3	4	78	85		-					
11th " "		62		52.5											
12th " "			62						52.5						

Moar & James K. Young
Surveyor to Lloyd's Register of Shipping

THICKNESSES OF STRENGTH DECK PLATING AS ASCERTAINED BY DRILLING at two positions within the half length amidships and comparison with original thicknesses.

Fm. 116. STATE EXACT FRAME STATIONS OF DRILLINGS Fm. 62.

Fm. 116.													Fm. 62.												
FORWARD													AFT												
STRAKE		Original Thickness	Thickness by Drilling		Diminution if any		Original Thickness	Thickness by Drilling		Diminution if any		REMARKS													
			Port	Stbd.	Port	Stbd.		Port	Stbd.	Port	Stbd.														
Stringer Plate ...	✓	77	65	65	12	12	77	60	60	17	17	* Recommended to be renewed.													
1st Strake Inboard	✓	58	55	55	3	3	58	50	35*	8	23	D* Temporary doubled, to renew.													
2nd " "	✓	74	70	75	4	-	74	55	55	19	19														
3rd " "	✓	74 ⁵⁸ ₅	55	75	3 ₁₉	0	74 ⁵⁸ ₅	60*	57.5	14	16.5														
4th " Centre	✓	72	70		2		72	67.5	4.5																
5th " "	✓	62 ²² ₁₀₀		13 ⁸ ₁₃₀			62 ²² ₁₀₀		15 ¹⁰ ₁₀₀																
6th " "	✓	7 ⁶⁶ ₁₀₀		11 ¹¹ ₁₀₀			7 ⁶⁶ ₁₀₀		15 ¹⁰ ₁₀₀																

If the plating is not fitted in longitudinal strakes, the arrangement should be shown on a sketch and position of drillings indicated.

3m.55. T.

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