

Rpt. 8

Date of writing Report 17-1-62.

Survey held at Hong Kong.

When handed in at Local Office 17-1-62.

No. of Visits 20

Port HONG KONG.

Received London

First Date 27-10-1961.

Last Date 8-12-1961.

No. 16659

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.

32134

on the Iron or Steel M.S.

"STANVAC NAIROBI"

By Whom C.R.D. Adriatico.

Built at

Monfalcone.

Owners

Standard-Vacuum Transportation Co. Ltd.

Owners' address
(If not already in R.B.)

Port of Registry London.

Managers

Surveyed Afloat or in Drydock Both.

Name of Dock Taikoo Docks.

Date of last examn. in Drydock 21-11-61.

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

Last Report: No. 15933
To be filled in at Head Office.

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

Repairs 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 fully 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 and summarised in the form below. When, at a Special Survey, the Shell and Deck Repairs due to other causes, and, besides being detailed in the body of the Report, are summarised in the form below. When, at a Special Survey, the Shell and Deck Repairs are drilled the results must be reported on Report 8(Dr). Whenever Anchors or Chain are replaced or retested the necessary particulars are to be given on Report 8(Eq) to be attached to this Report.

Secretary's

and references to any letters relating to this Report
dated 8-11-61, "R".

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. None reported.

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

Freeboard as marked on ship and now verified 7 ft 11½ ins

NATION AND REPAIRS AS PER RULE FOR GENERAL EXAMINATION FOR POSTPONEMENT OF SPECIAL SURVEY, & SPECIAL SURVEY, Ship Built 5-1939. Lengthed & Cargo Tanks renewed 1953.

This ship started Special Survey at this Port, in October-December, 1960, and it the Owners' intention to fit heating coils in all 30 cargo tanks, concurrently with completing the Special Survey at this time. The initial survey of the cargo tanks, however, disclosed that considerable more steel renewals, and time necessary in Port would be required than had been originally estimated for and the Owners requested that the Special Survey completion be deferred until some time before the end of September, 1962. On instructions from the Committee a General Examination has now been made of the ship, including all cargo tanks. The Special Survey has been advanced by re-examination of items previously examined last year, and additional items, all indicated thus* on page 2 of this report.

The shell and deck plating has been drilled as per Rule, as shown on Rpt.8 (Dr) attached, and all internals of cargo tanks, and their bulkheads gauged and recorded for reference at the completion Survey. Repairs have been effected at this time as found necessary and detailed below.

It is submitted that the Owners' proposal to postpone the completion of the Special Survey until some time before the end of Sept. 1962, merits CONTINUATION OVER OR SHEET 2
favourable consideration.

PRIMARY OF DAMAGE REPAIRS	Shell Plates	Frames	R. Frames	Floors and Bracket Floors	Inner Bottom Plates	Deck Plates	Beams	Other Items
Surveyed								
Surveyed and Fair'd or Repaired								
Surveyed or Repaired in place								

Survey also been held on machinery of the Ship? Yes.
the Report sent now, or when will it be sent? Now.

Is Classification Certificate required? If so, to be sent to No.
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 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 seen, is in good condition, and eligible, in my opinion, remain as classed in the Register Book, with fresh record of D.S. 11,61, and to have the notation of S.S. (with date) on completion, and without condition regarding bottom shell plates forward - now dealt with.

J.L.V. Whittle.

Surveyor to Lloyd's Register of Shipping

FRIDAY 23 FEB 1962

Date of Committee

Minute

40m, 3.58 T.

NOTED FOR POSTING

CERTIFICATE WRITTEN

FRIDAY 9 MAR 1962

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Lloyd's Register Foundation

TABLE 1

GENERAL EXAMINATION & PART SPECIAL SURVEY

PARTS OF THE SHIP AS INDICATED BELOW HAVE BEEN EXAMINED FOR

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	Yes. *	No.
Rudder lifted	No.	A.P. "	Yes.	No.
Weather Decks, Superstructures and Casings	Yes.	D.B. Tanks (indicate Oil Fuel and Cofferdams)	P. & S. R. & Aft. feed, J.C.W. & Fwd. cofferdam between feed DB & bunkers	No.
Hatchways, Covers, closing and securing appliances	Yes.	Fresh Water Tanks	No.	No.
Ventilator coamings, skylights, companionways and closing appliances	Yes.	Deep Tanks	P. & S. - Yes *	No.
Holds	Generally No.	Oil Fuel Bunkers and Settling Tanks	P.C. & S. lower bunkers & P & S O.F. settling tanks	P.C. & S. lower bunkers P & S O.F. settling tanks, manoeuvring
"Tween Decks	Generally No.	Tanks	- Yes. *	D.O.F., - Yes. *
Fore Peak Spaces	Generally Yes.	Side Tanks	None.	--
After " "	Generally Yes.	Wing Tanks	None.	--
Engine Space	Generally Yes.	Other Tanks	No.	No.
Boiler "	Generally Yes.	Cargo Tanks (Tankers)	All.	No.
Under Engines and Boilers	No.	Cofferdams	Forward & aft	Aft - Yes. *
Forward and Well	None.	Pump Rooms	- Yes. *	No.
Coal Bunkers	No.		Forward - Yes. *	
Chain Locker	All accommodation spaces in poop			
Other Spaces	Yes. *			
			Have Tanks now Examined been Cleaned as Necessary?	Yes.
			Have Struts in Cargo Tanks (of Tankers) been removed?	No.
			Have Tanks been Retested as necessary after completion of any Repairs?	Yes.

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? Where necessary, yes.

Have the bilges been cleaned out and examined? Yes.

Has steelwork had rust removed and afterwards been recoated as necessary? No.

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

Has a Load Line Survey been held? Yes. If so, state which Annual.

Have the shell and deck plating been drilled as per Rule? Yes. If so, report details in body of Report.

Have any alterations to the approved scantlings and arrangements now been effected? No.

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	None.
" " in way of side scuttles	Good.	Cement or Asphalt	Good.	Air and Sounding Pipes	Good.
Rudder and Sternframe	Good.	Cargo and other Hatchways	Good.	Doubling Plates under Sounding Pipes	Good.
Decks	Good.	Hatches and closing appliances	Good.	Masts and Rigging examined and found	Good. *
Superstructures and their closing appliances	Good.	Ventilators, their coamings	Good.	Condition, how ascertained By inspection also	
Coamings and Casings	Good.	and closing appliances	Good.	(State if wedges removed)	Good.
Beams and Fastenings	Good.	Companionways and Skylights	Good.	Chain Locker	
Frames	Good.	Shell Openings	Good.	EQUIPMENT	
Reverse Frames	Good.	Ash Shoots	None.	Equipment Letter	(g+) 2-5/8"
Longitudinals	Good.	Overboard Discharges and Scuppers	Good.	Anchors, No. of	3 B Condition Good.
Transverses	Good.	Freeing ports	Open rails - Good.	Cables (State if now ranged and examined)	Yes.
Floors	Good.	Steering Gear (Main and Auxiliary)	Good.	" length 360 F. mean diam. 2-3/8"	
Keelsons	Good.	examined and found	Good.	" Rule Length 360 F. Size 2-5/8"	
Stringers	Good.	Windlass examined and found	Good.	Hawseers and Warps	Good.
Inner Bottom Plating	Good.	Pumps	Good.	State if any Anchors or Chain Cable have	No.
Bulkheads and Tunnel	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? Yes. See Below

REMARKS, REPAIRS, Etc. (Contd.)

Condition of Class

Now Dealt With :-

Scrubbed rivets on bottom shell plating forward now renewed as necessary, and this item submitted for deletion.

Tel. H.Kg. \$19.00

Survey Fee G.E. \$1,000.00
 Part S.S. 800.00
 Special Damage or Repair Fee (if any) S.F. 125.00
 Travelling Expenses (if chargeable) 50.00

Second Surveyor's Fee (if any)

Date when A/c. Rendered 11th Dec.

Rpt. 9a Cont. Sheet 2

Port of HONG KONG.

Continuation of Ship/Mech. Report No. 16659,

Continuation of Report No.

dated 11th December, 1961. on the

on the S.S./M.S. "STANVAC NAIROBI"

(Contn.)

Repairs (Wear & Tear) :

Now Done :-

Keel plate No.2 from aft pitted, fitted with welded doubler (permanent repair).

Poop deck

Seven plates fitted with welded doublers port side, and six starboard side (permanent repair).

A number of minor deck repairs also effected elsewhere.

A number of short fractures in the following cargo tank bulkheads drilled at extremities, veed and welded, and welded doublers in way fitted (temporary repairs). These fractures were found generally in way of the brackets connecting the shell longitudinals, and longitudinal bulkhead stiffeners to the bulkheads, No.1s/1c, 1s/2s, 2p/3p, 1c/2c (4 doublers), 2c/2s, 2s/3s, 2p/3p, 2c/3c (5 doublers), 3p/3c (2 doublers), 3c/4c (4 doublers), 6c/6s, 6c/7c, 7c/7s, 8c/8s, 8c/9c (2 doublers), 9c/9s, 9c/10c (2 doublers), 10c/10s (2 doublers).

Bulkhead No.162 in way of Nos.1/2 centre cargo tanks fitted with 10 F.B. stiffeners, 9" x 9/20" on 3rd and 4th strakes from bottom as a temporary repair.

No condition of class has been made regarding the foregoing repairs as all will require dealing with concurrently with the Special Survey, and all are considered to remain efficient meanwhile.



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SHIP'S NAME "STANVAC NAIROBI" DATE OF DRILLING December, 1961.

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	POSITION	Letter	AMIDSHIPS			FORWARD			AFT			REMARKS
			Original Thickness	Thickness by Drilling	Diminution if any	Original Thickness	Thickness by Drilling	Diminution if any	Original Thickness	Thickness by Drilling	Diminution if any	
Bridge Sheerstrake												
Bridge Strake below												
Sheerstrake ...												
1st Strake below												
2nd " "												
3rd " "												
4th " "												
5th " "												
6th " "												
7th " "												
8th " "												
9th " "												
10th " "												
11th " "												
12th " "												

THICKNESSES OF SHELL PLATING IN WAY OF END CARGO TANKS

IN OIL TANKERS—IF DRILLED

Between Tr. Fr. 147 - 150

Tr. Fr. 87 - 93.

STRAKE	POSITION	Letter	FORWARD TANK (No. 3)			AFTER TANK (No. 7)			REMARKS
			Original Thickness	Thickness by Drilling	Diminution if any	Original Thickness	Thickness by Drilling	Diminution if any	
Bridge Sheerstrake									
Bridge Strake below									
Sheerstrake		M	104	100 95	4 9	104	97.5 100	6.5 4	
1st Strake below		L	87	80 80	7 7	87	75 82.5	12 4.5	
2nd " "		K ²	67	50 52.5	17 14.5	67	55 65	12 2	} K Strake aft
3rd " "		K ¹	67	50 55	17 12				
4th " "		J	67	55 52.5	12 14.5	67	57.5 47.5	9.5 19.5	
5th " "		H	67	60 57.5	7 9.5	67	60 47.5	7 19.5	
6th " "		G	77	70 70	7 7	77	72.5 70	4.5 7	
7th " "		F	77	70 70	7 7	77	45 62.5	32 14.5	
8th " "		E	77	65 70	12 7	77	62.5 67.5	14.5 9.5	
9th " "		D	77	57.5 72.5	19.5 4.5	77	70 75	7 2	
10th " "		C	77	72.5 70	4.5 7	77	70 47.5	7 29.5	
11th " "		B	77	67.5 72.5	9.5 4.5	77	80 70	- 7	
12th " Keel		A	108	105	3	108	97.5	10.5	
			570 462 1032	507.5 425.0 932.5		1032	497.5 392.5 690.0		

Drillings examined and agree with attached Plans forwarded by the owner. See endorsement dated 8/1/62

gB
16/2/62

J.L.V. Whittle.
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.

Tr. Fr. 147 - 150. Tr. Fr. 87 - 93.

STRAKE	POSITION	Letter	FORWARD			AFT			REMARKS
			Original Thickness	Thickness by Drilling	Diminution if any	Original Thickness	Thickness by Drilling	Diminution if any	
Stringer Plate ...			90	67.5 70	22.5 20	90	72.5 67.5	17.5 22.5	
1st Strake Inboard ...			83	62.5 65	20.5 18	83	60 62.5	23 20.5	
2nd " "			83	62.5 70	20.5 13	83	57.5 55	25.5 28	
3rd " "			83	55 62.5	28 20.5	83	60 57.5	23 25.5	
4th " "			83	55 55	28 28	83	65 60	18 23	
5th " Centre.			83	65	18	83	60	23	
6th " "			505 422 1135	367.5 322.5 88.5		375.0 302.5 1135	197.5 87.5		

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