

Rpt. 8

Port KOBÉ.

29 SEP 1958

6065

Date of writing Report 9th Sept., 1958.

When handed in at Local Office SEP 22 1958

Received London

First Date 11th Aug. 1958.

Last Date 1st Sept., 1958.

Survey held at Osaka

No. of Visits 9

## 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.

29312

on the Iron HULL M.S.

"STANVAC NAIROBI"

Tons gross 11,637

Year 1939

Month 5

Built at Monfalcone

By Whom C.R.D. Adriatico

When

Owners Standard-Vacuum Transportation Co., Ltd.

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

Port of Registry London

Managers Afloat & in

Name of Dock Hitachi S.B. & E. Co., Ltd.,

Date of last examn. in Drydock 20/8/58.

Surveyed Afloat or in Drydock dry dock.

Chikko S.Y.

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

Last Report: No. 12265 Port SNG  
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		+LMC	
Carrying Petroleum in Bulk.		Engine	CS 9,57
Special Survey (Dr.)	3,53	Boiler	d 9,57
Sng.	9,57	Tailshaft	CL 6,56
Docking	9,57	s.p.s.	8,57

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.

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

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

EXAMINATION AND REPAIRS AS PER RULE FOR Docking Survey.

Repairs Wear & Tear: Approximately 1000 wasted rivets of side shell plating seams and butts forward P.&S. renewed; on completion, the fore peak tank was pressure tested and the remaining affected side shell plating was hose tested with satisfactory results.

Sternframe fracture: Upon examination, the sternframe was found to be fractured immediately below its connection to the aftermost transom floor; for details of location please refer to attached sketch and to the photographs forwarded herewith.

The fractures were cut out and the sternframe was welded in accordance with the undernoted recommendations:

Preheat: By propane gas to approximately 200°C and the temperature checked every 15 minutes by the use of tempilsticks.

Welding: Carried out continuously and simultaneously P.&S., using preheated low hydrogen electrode No.LB26, manufactured by Kobe Steel Works, the stern of the ship being suitably blanketed.

Annealing: A brick furnace was built around the affected part and the sternframe was locally annealed by propane gas. The annealing temperature was 650°C. maintained over a period of 3 hours.

Subsequent examination by ultrasonic testing machine, magna flux and dye was carried out with satisfactory results. The aft peak tank was pressure tested with satisfactory results.

It is recommended that the upper sternframe casting E.W. 8,58 be specially examined at the next dry docking.

Cont'd/... 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 Fairied or Repaired								
Fairied or Repaired in place								

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

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

YES,  
NOW.

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

Has Interim Certificate been issued? Yes. Cert.No.B-51892, copy attached.

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, as far as now surveyed, is eligible in my opinion to remain as now classed in the Register Book with fresh record of D.S. 8,58 subject to upper sternframe casting and sternframe solepiece, E.W. 8,58, being specially examined at the next dry docking.

rs.

Date of Committee

Minute

MORE WYKON  
WATER

30m,4,57 T.

TUESDAY - 4 NOV 1958

208,38 Subject (new)

208,38  
(To record withheld)

W.N.G. McCulloch

Surveyor to Lloyd's Register of Shipping

W.N.G. McCulloch.



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Lloyd's Register  
Foundation

003458-003465-0332 1/2



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	No	Yes (for side shell)
Rudder lifted	Yes	A.P. "	No	Yes (for sternframe)
Weather Decks, Superstructures and Casings	Yes	D.B. Tanks (indicate Oil Fuel) and Cofferdams	No	No
Hatchways, Covers, closing and securing appliances	Yes	Fresh Water Tanks	No	No
Ventilator coamings, skylights, companionways and closing appliances	Yes	Deep Tanks	No	No
Holds	No	Oil Fuel Bunkers and Settling Tanks	No	No
'Tween Decks	No	Side Tanks	None	-
Fore Peak Spaces	No	Wing Tanks	None	-
After " "	No	Other Tanks	No	No
Engine Space	None	Cargo Tanks (Tankers)	No	No
Boiler	No	Cofferdams	No	No
Under Engines	No	Pump Rooms	No	-
Manhole Well	No	Have Tanks now Examined been Cleaned as Necessary?	-	-
Coal Bunkers	None	Have Struts in Cargo Tanks (of Tankers) been removed?	No	-
Chain Locker	No	Have Tanks been Retested as necessary after completion of any Repairs?	No	No
Other Spaces	No			

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?

No

Has cement in bottom been examined?

No

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

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?

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 &amp; 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 Exd.	Sluice Valves examined and found	Not Exd.
" " in way of side scuttles	Not Exd.	Cement or Asphalt	Not Exd.	Air and Sounding Pipes	Good
Rudder and Sternframe	Good	Cargo and other Hatchways	Good	Doubling Plates under Sounding Pipes	Not Exd.
Decks	Good	Hatches and closing appliances	Good	Masts and Rigging examined and found	Good
Superstructures and their closing appliances	Good	Ventilators, their coamings and closing appliances	Good	Condition, how ascertained (State if wedges removed)	Not Exd.
Coamings and Casings	Good	Companionways and Skylights	Good	Chain Locker	Not Exd.
Beams and Fastenings	Not Exd.	Shell Openings	-	EQUIPMENT	
Frames	Not Exd.	Ash Shoots	-	Equipment Letter (g +)	2 5/8"
Reverse Frames	Not Exd.	Overboard Discharges and Scuppers	Good	Anchors, No. of	3B 1S Condition Good
Longitudinals	Not Exd.	Freeing ports	Open rails Good	Cables (State if now ranged and examined)	Ranged & Exd.
Transverses	Not Exd.	Steering Gear (Main and Auxiliary)	Good	" length 330 fthm. mean diam.	2 1/2"
Floors	Not Exd.	examined and found	Good	" (on board) Rule Length	330 fthm. Size 2 11/16"
Keelsons	Not Exd.	Windlass examined and found	Good	Hawsers and Warps	Stated sufficient
Stringers	Not Exd.	Pumps	Not Exd.	State if any Anchors or Chain Cable have	} No
Inner Bottom Plating	Not Exd.	W.T. Doors	Not Exd.	now been supplied or retested, if so,	
Bulkheads and Tunnel	Not Exd.			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.) Sternframe Solepiece: The solepiece was found to be corroded in several places along its length; the wasted material was cut away and the solepiece satisfactorily built up by welding; it is recommended that the solepiece, E.W. 8,58 be specially examined at the next dry docking.

The lignum vitae bushing of the rudder king post bearings was renewed. On removal of the reduced bushing it was found that the cast bronze sleeves on the king post were slack owing to local corrosion of the king post. The king post was removed ashore, the sleeves were machined off, the king post cleaned and built up locally by welding and manganese bronze sleeves were re-cast satisfactorily.

The king post was re-scarphed to the sternframe, checked for alignment and found to be satisfactory.

On completion, the rudder was swung in dry dock and found to be satisfactory.

Cont'd/.....

Survey Fee DS 15-0-0

Repairs &amp; alterations 50-0-0

Special Damage or Repair Fee (if any)

Travelling Expenses (if chargeable) 4-10-0

Second Surveyor's Fee (if any)

Date when A/c. Rendered

SEP 22 1958

B 7,58 B &amp; 9a

t. 8

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KOBÉ

Continuation of Report No. 6065 dated 9th Sept., 1958

on the "Stanvac  
Nairobi"

Note: A new waste heat boiler has been installed at this time, at the fore end of the boiler room flat between frames Nos. 22 and 25 (from aft). Boiler seating and stiffening under the boiler room flat has been fitted in accordance with plans approved locally and to the satisfaction of the undersigned surveyors.

Additional minor repairs on deck effected at this time.

Condition of Class: Rudder post (E.W. 7,56) specially examined at this time. The welding presumably

referred to was located on the upper sternframe casting and was found to have fractured.

Repairs were carried out as stated in the body of this report under the sub-heading "Sternframe fracture".

It is recommended that the upper sternframe casting (E.W. 8,58) be specially examined at the next drydocking.

Entries in the Appendix: Nil.