

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 24th Sept 52 When handed in at Local Office 19 Port of KOBE
No. in Survey held at Nagasaki Date, First Survey 23rd June, Last Survey 19th July, 19 52.
Reg. Book 17729 on the ~~XXXXXX~~ Steel Single Screw Steamer "STANVAC SYDNEY" (No. of Visits 15)

TONNAGE: Built at Chester, Pa. By whom Sun S.B. & Dry Dock Co., When 1944
GROSS 10703 Owners Oriental Trade & Transport Co., Owners' Address
UNDER DK 9489 Ltd. (If not already recorded in Appendix to Register Book.)
NET 6304 Managers Port belonging to London

Surveyed Afloat or in Dry Dock? Drydock Name of Dock Nagasaki Shipyard Destined Voyage
Cell DB or DBa feet; uE & B feet; f Particulars of Classification (which must be inserted
total capacity tons. FPT tons; APT tons; MT feet tons. Precisely as in Register Book & Supplements)

N.B.—All Alterations in the existing records should be underlined.

Last Report, No. 8948 Port Inq.

Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules and items remaining to complete the Surveys should be summarised. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of examinations and subsequent repairs. Repairs on account of Damage (the 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 shown below. Whenever the replacement of Anchors or Chains is reported the particulars should be clearly stated in the space provided on the back of this form. State also the dates and initials of any letters respecting this case.

CHARACTER. + for Special Survey. Date of last Survey and of Periodical Surveys.	Machinery and Boiler Surveys (Including date of N.B., if any).
BS Tanker 6,50	MBS 4,48 Blr S 6,50
ss N.Ns- 4,48	OL 4,49
AS 6,50	TS CL 6,50
Fitted for oil fuel. WT.B	
Oils F.P. below 150° F.	
Elec welded.	
Society's Freeboard (if assigned) as } 9 ft. 33/4 ins. painted on Ship and now verified }	

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

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

REPAIRS, OR, EXAMINATION AS PER RULE, FOR Special Survey. Additional stiffening & Modification.

NOW DONE:- Ship placed in dry dock. Shell plating, sternframe and rudder cleaned, examined and coated. Ship undocked 7,52.

Examined:- All holds, 'tween decks, fore and after peak spaces, engine and boiler spaces, under engines and boilers, pump room, plating in way of sidelights and cargo suction pipe strums (strums removed), decks, hatchways, covers, supports, cleats and battening arrangements, anchors, chain cables, chain locker, masts, rigging, steering gear, windlass, general equipment, pumps, W.T. doors, ventilator, coamings and covers, air and sounding pipes, (striking plates fitted), casings, cargo battens and boats. Freeboard verified.

Examined (internally) and Tested:- Fore and after peak tanks, oil fuel bunkers and settling tanks, deep tanks, all double bottom tanks, main cargo tanks and cofferdams. All spaces previously cleared, ceiling, lining, cement and rust removed and cleaned as required. Steelwork afterwards coated as necessary and ceiling, lining and cement replaced.

A Renewal Freeboard survey has now been held (Report forwarded).

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

PRESENT CONDITION OF THE	Good	Good	Good	Good	Good	Good	Good	Good
Decks	Good	Bulkheads	Good	Engine Room Skylights	Good	Copper, or Y.M.		
Caulking of Decks	"	Ceiling	"	Coal Bunkers, Openings, Covers, &c.	---	(State if on Felt.)		
Coamings	"	Cement	OK	Oil Bunkers	Good	When fitted, Month		Year
Rivets & Fastenings	"	Rudder	"	Scuppers	"	Boats	Good	
Outside Plating	"	Steering gear and its connections	Good	Cargo Hatchways	"	Masts, Yards, &c.	"	
" " in way of sidelights	Good	Windlass	"	Hatches	"	Condition, how ascertained	By Examination	
Frames	"	Have pumps been examined and found efficient?	Yes	Planking		(State if wedges removed.)	C 2-537	
Reverse Frames	"	Have Sluice Valves been examined and found efficient?	---	Caulking		Equipment letter		
Longitudinals	"	Have Watertight Doors been examined and found efficient?	Yes	Treenails		Anchors. No. of	3B 1S	
Transverses	"	Have Ventilators and their Coamings been examined and found efficient?	Yes	Breasthooks & Stemson		Cables (State if now ranged)	Yes	
Doors	"	Air and Sounding Pipes	Good	Transoms, Pointers & Crutches		" length 300 mean diam. 2 5/32		
Keelsons	"	Doubling Plates under Sounding Pipes	Good	Timbers of Frame at openings		" (on board.)	2 5/16	
Stringers	"			" " at other places		" Rule length	size	
Inner Bottom Plating	"			Stringers, Clamps & Shelves		Chain Locker	Good	
Have the Tanks been examined internally?	Yes			Salting		Hawsers & Warps	Sufficient	
Have the Tanks been tested?	Yes					Standing and Running Rigging	Good	
						Sails	---	

General Observations, Opinion as to Class, Recommendation, &c.:

State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example:—"to remain as classed in the Register Book without fresh record of Survey." "to remain as classed and to have record of survey, 1,38," or "to remain as classed and to have record of survey, 1,38, and the notations of ss No. 1,38."

This vessel is in good and efficient condition and is eligible in our opinion to remain as now classed and to have fresh record of Survey S.S. (Sasebo) 7,52, and record of drydocking 7,52. Subject to G 20 (EW 11.51) S.S.A.).

Survey Fee (Per Section 23)	£ 204. 8.0	Fees applied for,
Modifications	50. 0.0	
Special Damage or Repair Fee (if any)	£	
Derrick Test	10. 0.0	Received by me,
Travelling Expenses (if chargeable)	15. 0.0	19
Freeboard Renewal	20. 0.0	19

T. J. Stiff
Committee's Minute
Contractor Assigned

FRI. 28 NOV 1952

G. Young for self
Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

CERTIFICATE WRITTEN

7.52 Nag. subject
MBS 7.52 subject
AS. 7.52 Blr 5-7.52
MAG. 7.52

003631-003639-0093 1/2

Wear & Tear Repairs:-

Main Cargo Centre Tanks.

- (A) Bulkhead doubling plate fitted to transverse bulkhead in way of point of bottom middle line girder bracket at No.3 aft, No.6 aft, No.8 aft Bhds.
- (B) Fracture on Centre web bkt to bottom girder, plate in way cropped and part renewed in No.4, 6, 7 forward bhds and No.9 aft Bhd.
- (C) Flat bar fitted to Transverse Bhd side web extending toe of bkt at top at No.3 Forward part.
- (D) Centre web top bracket to Deck Girder renewed at No.3, 5 Forward Bhds.
- (E) Centre web plate fractured in way of bottom bkt veed out and Elect. welded and doubling plate fitted at No.4, 6, 8 forward bulkheads and No.9 aft bulkhead.
- (F) Bottom Centre Girder bkt to bhd face plate renewed at No.3 aft bhd.
- (G) Bottom Transverse bkt to longitudinal bhd, welding fractured at point, doubling plate now fitted at bkt point to bhd, at No.2 Tk. (3 dbgs) No.3 (2 dbgs) No.4 (1 dbg) No.7 (1 dbg) No.9 (2 dbgs).
- (H) Bottom Transverse bkt to longitudinal bhd now renewed - No.2 Tk (2) No.3 (2) No.4 (1) No.7 (1) No.9 (1).
- (J) Bottom Transverse bkt to longitudinal bhd fitted with stiffener - No.2 (2) No.3 (2) No.4 (1) No.9 (1).
- (N) Shell longitudinal flange fitted with face plate in Nos. 4 & 6 Tanks.
- (O) Transverse tripping bkt renewed in No.4 Tank.

Side Cargo Tanks.

- K) Small fractures found in side shell webs in way of longitudinal notch, veed out and elect. welded and small dbg plate fitted No.6 P & S (2 each side).
- L) Side shell longitudinal flange in way of end bkts found slightly fatigued now fitted with face plates No.4 starbd (2) No.6 Starbd (4).
- M) Upper side shell longitudinal flanges distorted now faired in place and fitted with face plate No.6 Port (3).
- T) Transverse bottom bkt to shell web, strap fitted at join of flanges. No.2 P & S (2 each) No.6 Port (2).

Centre Cargo Tanks.

The upper deck longitudinals in the Nos. 3, 4, 5, 6, & 7, tanks were found reduced in scantling and have all been renewed at this time.

No.6 Centre Tank. Aft bhd centre line web plate at bottom found buckled now cropped and part renewed.

Transverse & longitudinal Bhd Repairs (Brackets).

Bulkhead plating found fractured at the toes of brackets now repaired by drilling stopper holes, fracture veed out and electric welded and pear shaped doubling (E.W.) fitted.

Brackets dealt with as follows:-	No.2 Port - 5	No.2 Centre - 4	No.2 Starbd - 2
	No.3 " - 5	No.3 " - 4	No.3 " - 3
		No.4 " - 2	No.4 " - 1
		No.5 " - 2	No.5 " - 1
		No.6 " - 1	No.6 " - 1
	No.7 " - 6	No.7 " - 1	No.7 " - 1
	No.8 " - 3	No.8 " - 3	No.8 " - 3
	No.9 " - 4	No.9 " - 4	No.9 " - 4

When Anchors or Cables are supplied, the particulars are to be reported in the following form :-

ANCHORS.

Number of Certificate.	Anchors.	WEIGHT EX. STOCK.			WEIGHT OF STOCK.			TEST PER CERTIFICATE.			Weight Required By Rule.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	Cwts.	qrs.	lbs.	Cwts.	qrs.			
	1st Bower															
	2nd "															
	3rd "															
	Collective Weight															
	Stream															
	Kedge															

* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

CHAIN CABLES.

Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.				Length and size per rule.		Description.	Makers of Cables.	Where and when tested and Superintendent.	
	Length.	Diam.	Status.	Breaking.	Supplied.		Per Rule.		Length.	Diam.				
					Fathoms.	Ins.	Tons.	Tons.						Cwts.

Additional Stiffening and Modification.

The main structure, shell welded butts and seams, was specially examined in way of cargo tanks and drilled (see tables below). Consequent upon the results the additional stiffening required for this type of vessel was fitted as per approved plan enclosed. Bottom Shell Straps Fitted.

- 1 welded strap fitted 6'-3" off centreline 37" x 1" wide Port and Starboard, from 9'-6" ford of frame 50 to 9'-6" abaft frame 68.
- 1 riveted strap fitted 19 - 5 1/2" off centreline 30" wide x 1" Port and Starboard, from 2'-0" ford of frame 50 to 2'-0" abaft frame 68.

Upper Deck Girders.

Girder 10'-0" off centreline Port and Starboard. Existing deck longitudinal removed and 6" x 6" angle bar, fitted riveted to deck and welded to girder frames 50 to 68.

Girder 25'-0" off centreline Port and Starboard. Existing deck longitudinal removed (where fitted) and intercostal plate fitted welded to deck H bar girder frames 50 to 65.

(Cont'd)

MODIFICATION.

Bilge Keel - Welded direct to shell now removed, all welding dressed up.

Double Riveted strap fitted on shell and bilge keel now welded to strap.

Fore Peak Tank Shell web 105 P & S Tripping Bkts fitted web to shell longitudinal at Nos. 7, 9, 12, 17, & 19.

Shell Web 101 P & S. Tripping Bkts fitted web to longitudinal at Nos. 7, 12, 13, 19. Plate beam flanged at top and bottom fitted between P & S webs at mid depth.

Shell and Deck Drillings.

	Shell Port 59 - 60		Starbd 56 - 57	
	Original	Drilling	Original	Drilling
K	.84	.68		.65
A	.76	.69		.68
B	.76	.63		.65
C	.76	.60		.68
D	.80	.74		.75
E	.80	.79		.79
F	.66	.63		.62
G	.66	.57		.57
H	.66	.53		.57
J	.77	.67		.65
S	1.26	1.16		1.03

Upper Deck

	Port 59 - 60		Starbd 56 - 57	
	Original	Drilling	Original	Drilling
Middle Line	.82	.73		.68
A	.82	.69		.67
B	.82	.68		.66
C	.82	.73		.71
D (Stringer)	1.13	1.03		.86

It was stated by the Owners Representative this vessel would now be wholly employed in the Black Oil Trade.

S.R.L.:- G 20 (S.S.A.) (E.W. 11,51) specially examined and found to remain efficient meantime.

Interim Certificate issued, copy attached hereto.

Handwritten initials/signature.

NB--If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

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