

Date of writing Report 14th Jan. 57 When handed in at Local Office JAN 23 1957 19... Port of KOBE  
No. in Survey held at Innoshima, Japan Date, First Survey 16th Aug., Last Survey 20th Nov., 1956.  
Reg. Book. (No. of Visits 59)

78692 on the <del>Wood, Iron or Steel</del> S.S. "STANVAC SYDNEY"		(No. of Visits)	59
TONNAGE:—	Built at	Chester, Pa.	By whom
GROSS 10,742	Owners	Standard Vacuum Transportation	Sun S.B. & D.D.Co.
UNDER DK. —	Managers	Co., Ltd.	When
NET 6,167	Owners' Address		YEAR. 1944
		(if not already recorded in Appendix to Register Book).	MONTH.
		Port belonging to	London

Surveyed Afloat or in Dry Dock? Both Name of Dock Hitachi, Innoshima, Japan Destined Voyage

<del>WZ=CellDBorDBa</del>	feet; uE&B	feet; f	feet
total capacity	tons; FPT	tons; APT	tons; MT
	tons; MT	feet	tons.

N.B.—All alterations in the existing records should be made in the original.

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

Report, No. 11190 Port Lng.

Particulars of Classification (*which must be inserted  
precisely as in Register Book & Supplements*)

CHARACTER.		Years Assigned	expired.	Machinery and Boiler Surveys (including date of N.B. in any).
BS	SS Nag - 7,52			MBS
				Engine 7,52
				Boiler 9,55
Dkg - 9,55				TS (CL) 10,54
				Steam pipe 7,52

Society's Freeboard (if assigned) as  
painted on Ship and now verified } 9 ft 2-3/4 in

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

EXAMINATION AS PER RULE, FOR Periodical Special Survey (C) Due 7,56. Ship 14 years old.

Ship placed in drydock, shell plating, sternframe and rudder (lifted), cleaned, examined  
pated. Ship undocked 16-11-56.

Cargo hold, fore and after peak spaces engine and boiler spaces under engines and pump rooms, plating in way of sidelights, overboard scuppers and discharge pipes, cargo pipe strums (strums removed) decks with machinery and other casings superstructures, ladders and companionways, hatchways, covers and securing appliances, anchors, chain cables, locker masts and rigging (report attached) steering gear, auxiliary steering gear, miscellaneous general equipment, pumps, W.T. doors, ventilator coamings and covers and air and exhaust pipes.

ard verified.  
plating and plating of strength deck drilled and gauged. List of thickness in way of  
tanks previously submitted - See London letter dated 7th July, 1956.  
ngs in way of peaks enclosed herewith. (P.T.O.)

REPAIRS :—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors.	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items :—
and Repaired								
in place								

Good	State if Tanks have been examined inside	Yes	Air and Sounding Pipes	Good	Copper, or Y.M. of Wood Vessels	
"	State if Tanks now tested	Yes	Dblng. Plates under Sounding Pipes	"	(State if on Felt.)	
"	Bulkheads	Good	Engine Room Skylights	"	When put on, Month	Year
"	Ceiling	-	Coal Bunkers, Open'gs, Lids, &c	-	Boats	Good
"	Cement or Asphalt	-	Oil Bunkers	Good	Masts, Yards, &c	"
sidelights.	(State which.)	Good	Scuppers	"	Condition, how ascertained	by examined
-	Rudder	"	Cargo Hatchways	"	(State if wedges removed)	-
-	Steering gear and its connections	"	Hatches	"	Sails	
Good	Windlass	"	Planking	of Wood Vessels	Equipment letter	C42 S37
"	Have pumps now been examined and found efficient?	Yes	Caulking	ditto	Anchors, No. of	3B 1S
"	Have Sluice Valves now been examined and found efficient?	-	Treenails	ditto	Chain Locker	Good
"	Have Watertight Doors now been examined and found efficient?	Yes	Breasthooks & Stemson	ditto	Cables (State if now ranged)	Yes
"	Have Ventilators and their Coamings been examined and found efficient?	Yes	Transoms Pointers, & Crutches	ditto	„ length	255fms
"			Timbers of Frame at openings	ditto	„ length	255fms
"			Ditto Ditto at other places	ditto	„ Rule length	300fms
"			Stringers, Clamps & Shells	ditto	„ Rule length	300fms
"			Salting	ditto	„ Rule length	300fms
"			(State if examined.)		Hawser & Warps	Sufficient
					Standing and Running Riggers	Efficient

*Observations, Opinion as to Class, Recommendation, &c.* :—

early 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 the survey, for example:— ".....to remain as now classed in the Register Book *without fresh record of Survey*," "to remain as classed and to have record of survey, 1,24," "to remain as classed and to have record of survey, 1,24, and the notations of ss No. 1-24.

This tanker, in our opinion, is eligible to remain as classed with record of docking to have the notation of S.S. "Innoshima 11,56 (Dr)" subject to 3 lengths of anchor supplied at the earliest opportunity and to have the endorsement "Keel plates at fore

Survey Fee (per Section 29) .....	£	<del>29</del> - 2 - 0
Special Damage or Repair Fee (if any)..... (per Sec. 29)	£	200 - 0 - 0
Travelling Expenses (if chargeable) .....	£	25 - 0 - 0
Second Surveyor's Fee (if any) .....	£	

Fees applied for.  
 JAN 23 1957  
 Received by me,  
 19

A/c rendered from  
London 11/2

*J. R. Wilson for Y. Hamada & Self. W. Kistner*  
Surveyor to Lloyd's Register of Shipping.

Committee's Minute

THURSDAY - 9 MAY 1951

Character Assigned DS. 11.56 Subject (h) without sal <sup>Head of</sup> Control m

Vote (m) + white Kob

S.S. (Dr) ~~11.56~~ Koh 11.56 ES. 11.56 MBS 11.56

CERTIFICATE WRITTEN

TS. 10.56

SPS. 11.56. (with cr)

SPS. 11.56. (with endorsement) 003631-003639-0108 14

Lloyd's Register  
Foundation



# EXAMINED (INTERNALLY) & TESTED:-

Fore and after peak tanks, oil fuel bunkers and settling tanks, deep tanks, all double bottom tanks, main cargo tanks and cofferdams.  
All parts surveyed found or placed in good condition.  
All spaces previously cleared, lining, cement and rust removed and spaces cleaned as required, steelwork afterwards coated as necessary and ceiling lining and ceiling replaced.

## REPAIRS (WEAR & TEAR):-

### NOW DONE:- Keel

Flat plate keel in way of Nos.1-9 cargo tanks - Doubled.  
Keel plate abaft A.P. Bhd. worn and welding to garboard - Rewelded and doubler fitted  
strake wasted and holed

### Shell plating (Port)

Plate numbers from ford:

"A" strake - Nos.6,7,9,10,11,12 and 14 plates - Renewed (7)  
No.13 plate set up and buckled - Cropped & part renewed.  
Doubler in way set up & buckled - Cropped removed, faired and refitted.  
"B" strake - Nos.7,7A,8 & 13 plates - Renewed (4)  
"F" strake - No.3 plate - Cropped & part renewed.

### Shell plating (Starb'd)

"A" strake - Nos.7 & 8 plates heavily pitted - Cropped & part renewed.  
"F" strake - Nos.3 & 4 plates - Cropped & part renewed.

### Upper Deck Plating

"B" strake plate in way of No.5 cargo tank starb'd - Renewed.  
"C" strake plating (p.& s.) in way of Nos.1-9 cargo tanks - Doubled.  
"D" strake plate in way of No.1 cargo tank starb'd - Renewed.

### Poop Deck plating

Plating abaft after end of poop deckhouse - Doubled.  
Forward end of poop deck - Parts doubled.

Pump room entrance top ford:  
Top plating renewed complete.

### No.1 Cargo Oil tank (P.& S.) (Frs.No.71-73)

Longitudinal bulkhead on Centreline and wash bhd. @17'-11 1/2" off Centre Line (P.& S.) - Renewed Complete.  
Transverse web frame at shell (p.& s.) - Renewed Complete.  
Vertical web stiffeners to ford bhd.@10'-0" off Centre line (P.& S.) - Renewed complete.  
Upper deck transverse - Renewed complete.

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.	lbs.		
	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.

## Lugless Joining Shackles.

Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF STOCK		Length and size per Rule.		Description.	Makers of XXXX	When and where tested and Superintendent.
	Length.	Diam.	Status.	Marking.	Supplied.	Per Rule.	Length.	Diam.			
4042	4' 0"	1 1/4"	134.8	1 2 23	-	-	-	-	Lugless Joining	Not stated.	LPBHC 14-2-55 Dove
Iron Stream Chain or Steel Wire...											

All shell and deck longitudinals  
Ford bulkhead - port side - Renewed complete.  
- Part doubled.

### No.2 Cargo Oil Tank (p.s. and cr.) (Frs.Nos.68-71)

Ford bulkhead with exception of bottom panel plate in centre tank - Renewed complete.  
Vertical web stiffener on Centre Line of ford bulkhead - Renewed complete.  
Brackets on centre line from vert. web and after bhd. to centre girder - Renewed.  
Vertical web stiffers. (p.& s.) to ford bulkhead @10'-0" off centre line - Renewed complete.  
Longitudinal bulkhead with exception of bottom panel plate (p.& s.) - Renewed complete.  
Web frames at shell (2 P.& s.) with exception in way bottom shell - Renewed complete.  
Centre deck girder - Renewed complete.  
Upper deck transverses (2) - Renewed complete.  
Side shell longitudinals - Nos.1-12 inclusive (p.& s.) - Renewed complete.  
All deck longitudinals - Renewed complete.

(Cont'd.)

KOBE

Continuation of Report No. 4196

dated 14th January, 1957

on the

## S.S. "STANVAC SYDNEY"

3 Cargo Oil Tank (P.S. & Cr) Fr.Nos.65-68  
Ford bulkhead with exception of bottom panel plate in centre tank - Renewed complete.

Vertical web stiffers on ford bulkhead @ Centre line 10'-0" and 25'-0" off centre line (P.& S.) - Renewed complete.

Brackets on Centre line, from vert. web and after bulkhead to centre girder - Renewed.

Longitudinal bulkhead (P.& S.) with exception of bottom panel plate - Renewed complete.

Web frames at shell (2 P.& S.) with exception in way bottom shell - Renewed complete.

Centre deck girder - Renewed complete.

Upper deck transverses (2) - Renewed complete.

Side shell longitudinals - Nos.1-12 inclusive (P.& S.) - Renewed complete.

Upper deck longitudinals in wing tank (P.& S.) - Renewed complete.

### No.4 Cargo Oil Tank (P.S. & Cr) Fr.Nos.62-65

Similar to No.3 Cargo Oil Tanks except:-  
Ford bulkhead with exception of bottom panel plate in centre and wing tanks. - Renewed complete.

### No.5 Cargo Oil Tank (P.S. & Cr.) Fr.Nos.59-62

Similar to No.4 Cargo Oil Tanks except:-  
Vertical web stiffers on ford bulkhead @10'-0" and 25'-0" off Centre Line (P.& S.) - Renewed complete from upper deck to 12'-6" above keel.

### No.6 Cargo Oil Tank (P.S. & Cr.) Fr.Nos.56-59

Similar to No.5 Cargo Oil Tanks.

### No.7 Cargo Oil Tank (P.S. & Cr.) Fr.Nos.53-56

Similar to No.5 Cargo Oil Tanks.

### No.8 Cargo Oil Tank (P.S. & Cr.) Fr.Nos.50-53

Similar to No.5 Cargo Oil Tanks and in addition upper deck longitudinals in Centre Cargo Tanks - Renewed complete.

### No.9 Cargo Oil Tank (P.S. & Cr.) Fr.Nos.47-50

Ford bulkhead with exception of bottom panel plate in centre and Wing tanks - Renewed complete.

After bulkhead plating starb'd at shell buckled between Nos.3 & 4 longls. - Cropped and part renewed.

Vertical web stiffener on Centre line of ford bulkhead - Renewed complete.

Vertical web stiffeners on ford bulkhead @10'-0" and 25'-0" off Centre line (P.& S.) - Renewed complete from upper deck to 12'-6" above keel.

Vertical web stiffener on Centre Line of after bulkhead - Renewed complete.

Vertical web stiffers on after bulkhead @10'-0" off Centre line (P.& S.) - Renewed complete from upper deck to 10'-6" above keel.

Longitudinal bulkhead (P.& S.) with exception of bottom panel plate and panel plate to after bulkhead - Renewed complete.

Web frames at shell (2 P.& S.) with exception in way bottom shell - Renewed complete.

Centre deck girder - Renewed complete.

Upper deck transverses (2) - Renewed complete.

Side shell longitudinals - Nos.1-12 incl.(p.& s.) - Renewed complete.

Upper deck longitudinals in centre and wing tank (p.& s.) - Renewed complete.

### Cargo Tanks: General

Transverse and longitudinal bulkheads renewed as stated above, of flat plate type.

Bottom and side shell longls. - Through brackets at transverse - Renewed of P.403 steel.

Longitudinal bulkhead (P.& S.) - All longitudinal through brackets at transverse bulkheads in Nos.2-9 cargo tanks incl. through after cofferdam - Renewed of P.403 steel.

Local pitting on bottom shell in Nos.2,3 & 8 centre tanks and No.4 wing tank (S), No.5 (P.& S), No.6 (P) & No.7 (S) - Made good by electric welding.

Bottom shell seams and butts - approx. 100'-0" of welding made good.

Bottom shell doublings - approx. 500 rivets renewed.

Odd fractures in existing bottom transverses, etc. veed out and rewelded with doubler fitted or cropped and part renewed as deemed necessary.

N.B. The following additional brackets etc., have been fitted at this time:-

No.8-9 Cargo tanks (inclusive)  
Docking brackets (P.& S) fitted at Centre Line Vertical keel at every 1/2 frame.  
Radiused brackets fitted in way of longitudinal and side shell transverse frames connecting to upper deck and bottom shell transverses and in way of all cross ties in Wing Tanks (P.& S.)

### Fore Peak Tank

One panting beam fractured - Renewed and efficiently bracketed to Centre Line wash plate.

Fractures at junction of web frames and deck beams - Veed out and welded. Brackets fitted (2 P.& S.)

On the hydrastatic test of F.P. tank it was found that the welding of vert. stiffeners on after side of collision bulkhead (upper part) had fractured at bottom ends with plating in way buckled.

(Cont'd.)



KOBE

Continuation of Report No. 4196

dated 14th January, 1957.

on the

S. S. "STANVAC SYDNEY"

Fore Peak Tank (Cont'd.)

All Stiffeners cropped and bulkhead plating in way faired in place.  
Stiffeners part renewed and extended to scarp with the stiffeners on  
ford side of collision bulkhead (lower part).

After Peak Tank

One floor plate - Cropped and part renewed.

Main Locker

Centre division - ford section part wasted - Cropped and part renewed.

Forecastle Apron plate

Bulb angle face bar (P. & S.) wasted - Cropped and part renewed.  
3 longitudinal stiffeners and 3 connecting brackets (starb'd) wasted - Renewed.  
3 longitudinal stiffeners and 1 connecting bracket (port) wasted - Renewed.

Ridge After Apron plate

Bulb angle face bar (starb'd) wasted - Cropped and part renewed.  
1 longitudinal stiffener (port) wasted - Cropped and part renewed.

Rudder

After edge of rudder plate - welding fractured - Veed out and rewelded and  
doubler plate fitted.

Ford and Aft Gangway

F. & A. and athwartship grating supports - Part renewed.  
Guard chains wires tightening screws and shackles - Renewed complete.

Cargo Hatch Ford

Hatch coaming horizontal stiffener (F.B.) - Cropped and part renewed.  
5 brass studs and wing nuts (Hatch cover) - Renewed.

Ventilators and Air pipes

Mushroom ventilator on f'csle deck - Renewed complete.  
Vent coaming (P. & S.) to ford Cargo hold - Part doubled.  
Air pipe on poop deck aft to aft Peak tank - Renewed complete.  
2 Air pipes to after cofferdam - Cropped and part renewed.  
Ball valves for above air pipes - Renewed.  
Bunker air pipes (4) - Hinged steel covers and spark arrestors - Renewed.  
Hinged W.T. cover gasket and securing lugs of vent on poop deck (P) - Renewed.

Form Valves

6 clack valves wasted - Renewed.  
Scuttle to rope store on poop deck aft - Securing lug, packing and securing  
chain renewed.  
6 Rigging screws - Part renewed.  
10 Shackle pins - Renewed.

Anchor and Cables

Port anchor shackle pin worn - Renewed.  
4 new joining shackles supplied at this time - For particulars see back page of  
report page No.1.  
3 lengths of chain cable found below renewal size.  
It was found impossible to obtain necessary cable at this time and 3 lengths  
have now been ordered by Owners.  
It is recommended that vessel's class be subject to 3 lengths of anchor cable  
being supplied at earliest opportunity.

The following alterations have now been effected:-

Forecastle bulkhead

Starboard - Portable steel plate containing W.T. door removed at this time,  
opening plated over and hinged W.T. door refitted.

The vessel was recently remeasured for tonnage in Australia and the new figures  
assigned are as follows:-

Gross - 10,742.37 tons.  
Net - 6,166.73 tons.

The above has been noted on Report C11(contd) copy of which is enclosed herewith.  
Copy has been placed on board vessel.  
Heating coils have now been removed from all main cargo oil tanks.  
New aluminium motor lifeboats have been fitted on after boat deck (S) and upper  
bridge deck (P).

Conditions of Class

Sternframe solepiece (E.W. and reinforced 10,54)

Examined at this time and found efficient.

It is recommended that this item be now deleted from the vessel's class.

Set up bottom shell plate in "B" strake in way of No.7 centre tank to be dealt with  
by S.S.

The above has been made good at this time (see body of report) and it is recommended  
that this item be now deleted from the vessel's class.

It was noted at this time that keel plates at fore end were set up in a few places.  
Examined and found efficient.

It is recommended that "Keel plates at fore end set up" be noted as "ENDORSEMENT B".



S.S. "STANVAC SYDNEY"

following approved plans of alterations and additions are enclosed herewith:-

*Sent  
Records*

Midship Section.

" " (Alteration No.1)

Scheme plan of Longitudinal bulkhead & Typical Transverse Web Conversion.

" " " " " " " " " " (Alt. No.1)

" " " Typical Transverse Bulkhead Conversion.

" " " " " " " (Alteration No.1)

Typical Transverse Bulkhead Conversion.

Fr. No.65,68,71 Trans. Bulkhead Conversion.

" " " " " (Alteration)

Longitudinal Bulkhead and Swash Bulkhead.

Shell longitudinal frame and transverse web frame.

" " " " " " " (Alteration).

Renewal Vert. Web Stiffener of Fr.No.47,73 transverse bulkhead.

New Docking Bracket.

Upper Deck plan.

" " " - Alteration.

Shell and Deck Renewals and Doublers.

Interim Certificate No.B-36375 issued - copy attached.



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Lloyd's Register  
Foundation

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