

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 14th Jan 1957 When handed in at Local Office JAN 23 1957 Port of KOBE
 No. in Reg. Book 78692 Survey held at Innoshima, Japan Date, First Survey 16th Aug., 1956 Last Survey 20th Nov., 1956
 on the ~~Hook, Iron or Steel~~ S.S. "STANVAC SYDNEY" (No. of Visits 59)

TONNAGE:— Built at Chester, Pa. By whom Sun S.B. & D.D.Co. When 1944
 GROSS 10,742 Owners Standard Vacuum Transportation Owners' Address
 UNDER DK. - Co., Ltd. (if not already recorded in Appendix to Register Book).
 NET 6,167 Managers Hitachi, Port belonging to London

Surveyed Afloat or in Dry Dock? Both Name of Dock Innoshima, Japan Destined Voyage Hitachi,
WZ = Cell D Bor DBa feet; uE&B feet; f feet
 total capacity tons. FPT tons; APT tons; MT feet tons.
 N.B.—All alterations in the existing records should be underlined.

Report, No. 11190 Port Ing.

CHARACTER.	Years Assigned how expired.	Machinery and Boiler Surveys (including date of N.B. in any).
BS		MBS
SS Nag - 7,52		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.

When held, must be reported in detail and seriatim in the terms of the Rules and items remaining to be reported. Repairs should be summarised. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of repairs. Repairs on account of Damage (the cause of which must be stated) should be stated from Repairs due to other causes; and besides being detailed in the body of the report, should be stated in the space provided on the back of this form. State also the dates and initials of any letters received.

Where the Surveyor has not made a special damage report he is required to state whether he has made a special damage report for this purpose and to whom and why they were declined.

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 and repaired. 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, lights and companionways, hatchways, covers and securing appliances, anchors, chain cables, locker masts and rigging (report attached) steering gear, auxiliary steering gear, general equipment, pumps, W.T. doors, ventilator coamings and covers and air and discharge pipes.

Shell 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. (P.T.O.)

REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors.	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Examined or Repaired								
Not 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 on Vell.)	When put on, Month	Year
"	State if Tanks now tested	Yes	Dbng. Plates under Sounding Pipes	"	Boats	Good	
"	Bulkheads	Good	Engine Room Skylights	"	Masts, Yards, &c.	"	
"	Ceiling	-	Coal Bunkers, Open'gs, Lids, &c.	-	Condition, how ascertained	by examined	
"	Cement or Asphalt (State which.)	-	Oil Bunkers	Good	(State if wedges removed)	-	
"	Rudder	Good	Scuppers	"	Sails	-	
"	Steering gear and its connections	"	Cargo Hatchways	"	Equipment letter	C42 S37	
"	Windlass	"	Hatches	"	Anchors, No. of	3B 1S	
Good	Have pumps now been examined and found efficient?	Yes	Planking of Wood Vessels		Chain Locker	Good	
"	Have Sluice Valves now been examined and found efficient?	-	Caulking	ditto	Cables (State if now ranged)	Yes	
"	Have Watertight Doors now been examined and found efficient?	Yes	Treenails	ditto	" length 255fms mean diamr. 2 1/4"		
"	Have Ventilators and their Coamings been examined and found efficient?	Yes	Braasthooks & Stems	ditto	" Rule length 300fms size 2 5/16"		
"			Transoms Pointers, & Crutches	ditto	Hawser & Warps	Sufficient	
"			Timbers of Frame at openings	ditto	Standing and Luffing Rigging	Efficient	
"			Ditto Ditto at other places	ditto			
"			Stringers, Clamps & Shelves	ditto			
"			Salting	ditto			

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

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, 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) £ 291-2-0 Fees applied for, JAN 23 1957 A/c rendered from London
 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) £ -
 Received by me, J.R. Wilson for Y. Hamada & Sec. A. Nishikawa
 Committee's Minute THURSDAY - 9 MAY 1957
 Character Assigned DS. 11.56 subject (sh) without spl (under m)
SS. (Dr) 11.56 ES. 11.56 MBS 11.56
TS. 10.56 SPS. 11.56 (with endorsement) 003631-003639-0108 14
 CERTIFICATE WRITTEN.

STANVAC SYDNEY
 THE THICKNESS ARE IN THE
 OF PLATING ASCERTAINED BY DRILLING
 THE THICKNESS ARE IN THE
 DRILLING AT ENDS TO BE MADE IN THE

Is Certificate required? If so, to be sent to



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 strake wasted and holed
box type doubler fitted

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

"E" 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" - Renewed off Centre Line (P.& S.) 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.			
	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. ~~CHAIN~~ ~~CABLES~~.

Number of Certificate.	Length and size supplied.		Test per Certificate.	WEIGHT OF STOCK			WEIGHT REQUIRED BY RULE.			Description.	Makers of STOCK	When and where tested and Superintendent.
	Length.	Diam.		Supplied.	Per Rule.	Length.	Diam.					
4042	4 ft	1 3/16"	134.8	1	2	23			Lugless Joining	Not stated.	LPBHC 14.12-55 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"

No.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:-

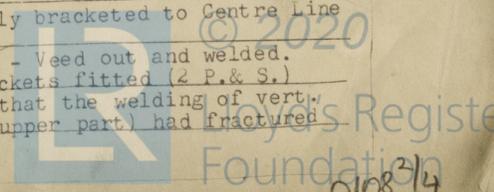
No.2-9 Cargo tanks (inclusive)
Docking brackets (P.& S) fitted at Centre Line Vertical keel at every 1/2 frame.
Radiused brackets fitted in way of longitudinal and side shell transverse frames connecting to upper deck and bottom shell transverses and in way of all cross ties in Wing Tanks (P.& S.)

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.)

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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'csl 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.

HA

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

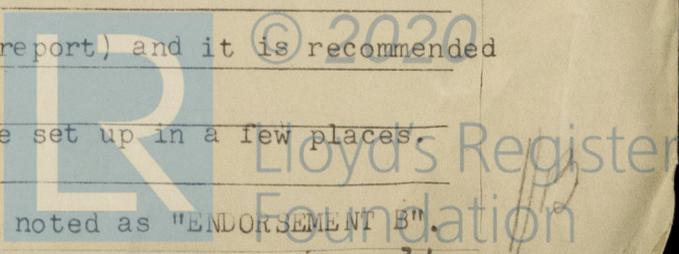
Sternframe solepiece (E.W. and reinforced 10,54)
Examined at this time and found efficient.
It is recommended that this item be now deleted from the vessel's class.

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".

(Cont'd.)



DBE

Continuation of Report No. 4196

dated 14th January, 1957, on the

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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