

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 5-12-1955 When handed in at Local Office 5-12-1955 Port of MARSEILLES
 No. in Reg. Book Survey held at MARSEILLES Date, First Survey 10-6-55 Last Survey 26-11-1955
 on the ~~Wood~~ Steel S.S. "STANBELL" (No. of Visits 54)

282229 Built at SUNDERLAND By whom SIRT LAIN & SONS LTD. When 1943, 12
 TONNAGE: — Owners STANHOPE S.S. CO LTD Owners' Address (if not already recorded in Appendix to Register Book)
 GROSS 10341 Managers J.A. BILLMEIR Port belonging to LONDON
 UNDER DEK
 NET 5622

Surveyed Afloat or in Dry Dock? BOTH Name of Dock BASSIN DE REMISAGE Destined Voyage AFRICA
 Cell D B or D B a feet: u E & B feet: f feet
 total capacity tons. FPT tons: APT tons: MT feet tons.

only alterations in the existing records of tanks should be inserted.

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

Last Report, No. 130442 Port LON.

Periodical Surveys, when held, must be reported in detail and verbatim 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.

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.

Society's Freeboard (if assigned) as painted on Ship and now verified 8 ft. 0 1/2 ins.

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

REPAIRS, OR EXAMINATION AS PER RULE FOR SPECIAL SURVEY (D) CONVERSION TO ORE CARRIER DOCKING

2 DAMAGES stated to have been caused by:

- (1) Contact with the lock wall at Cardiff on the 1st October 1953.
- (2) Collision with M.V. Enn Southampton on the 9th February 1954 at Port Said Harbour.
- (3) Damage the cause of which could not be stated.

NOW DONE FOR DAMAGE (1)

Plating (P.S.) Shell plate No 304 in 2nd stoke below weather deck sheer and No 4 in 3rd stoke below in detail (all numbered from forward)

Repairs: No 3 cracked and after patch renewed, No 4 in 2nd below failed in place, No 4 in 3rd below renewed failed and refitted.

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors.	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed ...	1 PART							
Removed and Faired or Repaired	2							
Faired or Repaired in place	3							

PRESENT CONDITION OF THE	EFF	EFF	EFF	EFF	EFF	EFF	EFF	EFF
Decks	EFF	Bulkheads	EFF	Engine Room Skylights	EFF	Copper, or Y.M.	EFF	
Planking of Decks	✓	Ceiling	✓	Coal Bunkers, Openings, Covers, &c.	✓	(State if on Felt)	✓	
Stowings	EFF	Cement or Asphalt	EFF	Oil Bunkers	EFF	When fitted, Month	Year	
Rams & Fastenings	EFF	Rudder	EFF	Scuppers	EFF	Boats	✓	
Outside Plating	EFF	Steering gear and its connections	EFF	Cargo Hatchways	EFF	Masts, Yards, &c.	GOOD	
" " in way of sidelights	EFF	Windlass	EFF	Hatches	EFF	Condition, how ascertained (SEE RPT)		
Frames	EFF	Have pumps been examined and found efficient?	YES	Planking	✓	Equipment letter	ET	
Reverse Frames	EFF	Have Sluice Valves been examined and found efficient?	✓	Caulking	✓	Anchors, No. of	3 + 1	
Longitudinals	EFF	Have Watertight Doors been examined and found efficient?	✓	Treenails	✓	Cables (State if now ranged)	YES	
Transverses	EFF	Have Ventilators and their Coamings been examined and found efficient?	YES	Breasthooks & Stemson	✓	" length 330ft. mean diam. 2 1/16"		
Ports	EFF	Air and Sounding Pipes	EFF	Transoms, Pointers & Crutches	✓	" Rule length 330ft. size 2 9/16"		
Belsons	EFF	Doubling Plates under Sounding Pipes	EFF	Timbers of Frames at openings	✓	Chain Locker	EFFICIENT	
Stringers	EFF			" " at other places	✓	Hawser & Warps	EFF	
Inner Bottom Plating	EFF			Stringers, Clamps & Shelves	✓	Standing Rigging	EFF	
Have the Tanks been examined internally?	YES			Saltin	State if examined	Sails	✓	
Have the Tanks been tested?	YES							

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 ship as now surveyed is eligible in our opinion to remain as classed with fresh record of docking 11.55 and to receive the notation of +100A1 ORE CARRIER (LONGITUDINAL FRAMING) SS MS1 11.55 (Ds)

Survey Fee (per Section 23) £42.54.00
 Special Damage or Repair Fee (if any) (per Section 23) £18.00.00
 Travelling Expenses (if chargeable) £252.00
 Special attendants £22.00
 Second Surveyor's Fee (if any) £19.00.00

Fees applied for, 8.12.1955

Received by me, 19

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Character Assigned

TUESDAY 10 JAN 1956

Amend class to +100A1 Ore Carrier and assign 11.55 MS1 without Sal. Cdn.

SS MS1 11.55 (Ds) + LMC 11.55

SPS 11.55 Converted tanker 1955

CERTIFICATE WRITTEN

004512-004519-009412



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Lloyd's Register Foundation

S.S. "STANBELL"

CONVERSION FROM TANKER TO ORE CARRIER.

Vessel now converted for carriage of iron ore in accordance with the approved and amended plans, approved LONDON 1/7/55; 10/8/55, 9/10/55; 4/11/55 & 18/11/55. Double bottom tanks formed under centre ore-holds, longitudinal tank fitted as per plan 55904, brackeygates fitted to all cargo holds (nos 1-6) Access to holds through doors in tank side with double for both sides. Wing ballast tanks formed P.S. nos 1-6 access through manholes on deck as per plan approved 10/8/55. Deep tank tank top lowered in No. 1 Hold. Bilge suction, ballast lines, air and sounding pipes fitted to Rule requirements. In conjunction with the American and Special Survey (D) has been held and a number of repairs of longitudinal bulkheads, brackets, stiffeners made as per drawing of drilling records (see letter 2/9/55) All new work examined and tanks tested hydraulically on completion. Brackeygates hose-tested and found tight. Davits tested to 5 Tons fwd (P.S.); 4.375 tons aft (P.S.).

NOW DONE FOR SPECIAL SURVEY.

Ship placed in drydock (twice) bottom stemframe and rudder, cleaned, examined and recoated. (Rudder lifted)

Examined: All holds, decks, fore & after peak spaces, Engine and boiler spaces, bathways and their closing arrangements, anchors and chain cables, chain locker, steering gear and auxiliary gear, windlass, general equipment, pumps, ventilator coverings and their closing arrangements air and sounding pipes, casings, masts and rigging (see separate report) Shell plating gauged and drilled, sheet attached; letter 2/9/55 refers to 'S' stroke P.S. at frame 80A; these plates were re-drilled and the average thickness found to be .51" and .48" respectively.

Examined and tested

Fwd and after peak tanks, all D.B. tanks, all deep tanks, and wing ballast tanks, all found satisfactory.

EQUIPMENT. An additional 30 fathoms of 2 3/16" chain cable has been placed on board, marks verified and certificates entered for full particulars please see back of Rpt 8.

PUMPING ARRANGEMENTS. Bate bilge well fitted in each hold, suction led from pump room through the D.B. tanks (Plan 55948 & refs)

S.D.N.R. suction valves accessible in pump room.

S.R.L. Sea injection Doubler fitted (P.S.) as per plan 55914 thus S.R.L. item may now be deleted.

FREEBOARD. A renewal survey has been carried out and LLST issued on 22/11/55 valid for 6 months in accordance with instructions.

New capacity of deep tank?

DAMAGE 2

Found bulwark plating (P.S.) abeam fwd hold set in with fore stringer angle in way. Repairs bulwark plating and fore stringer angle fixed in place.

DAMAGE 3.

Found (S.S.) No. 4 shell plate in 3rd stoke below weather deck sheer set in on upper lip, also No. 3 & 4 plates in 2nd stoke below slightly set in.

Repairs: No. 4 plate in 3rd below capped fixed and refitted. No. 3 & 4 in 2nd below fixed in place. All the above repairs have tested on completion.

CONVERSION FOR ORE CARRIAGE.

Riveted doubler 50"x11" fitted to sheentake extending from bulk to 1/2 L forward.

New deck stake fitted from weather bulk to the 1/2 L fwd as per approved new midship section.

(Continued)

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 Superintendant.
		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.

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 Superintendant.
	Length.	Diam.	Statutory.	Breaking.	Supplied.	Per Rule.	Supplied.	Per Rule.	Length.	Diam.			
	Fathoms.	Ins.	Tons.	Tons.	Cwts. qrs. lbs.	Cwts. qrs. lbs.	Fathoms.	Ins.	Fathoms.	Ins.			
28680	15 3/4	2 3/16	116 7/8	163 3/8	50-3-21	49-2-0	15	2 3/16	15	2 3/16	STUD LINK	—	LPH-N
28681	15 3/4	2 3/16	116 7/8	163 3/8	51-1-11	49-2-0	15	2 3/16	15	2 3/16	STUD LINK	—	29-7-55 D. MURPHY.
Iron Stream Chain or Steel Wire													