

LLOYD'S REGISTER OF SHIPPING

Telegraphic Address { Inland: Committee, London, Telex
Overseas: Committee, London, E.C.3

Telephone: ROYal 9166
Telex No.: 24305

11th April, 1962.

Dear Sir,

S.S. "STANVAC BANGKOK"

I am in receipt of your letter of the 29th March, with enclosures, regarding the above. The results of the Audigage readings on this tanker have been examined and it would appear the following are the minimum renewals required, subject to confirmation by the Surveyor attending the Special Survey:-

1. Deck

In way of No.1 C.O.T. - Plate E4 (p & s), B4 (p & s)
and A4 (Cr.)

In way of No.2 C.O.T. - Plate B5 (p & s)

In way of No.3 C.O.T. - Plate B6 (p & s) and E6 (p)

In way of No.6 C.O.T. - Plate B9 (p & s), B9 (p & s),
A9 (cr)

In way of No.7 C.O.T. - Plate B10 (s) E10 (p) and A10 (Cr)

In way of No.8 C.O.T. - Plate Ell (s) Bll (p & s) and
All (cr)

In way of No.9 C.O.T. - Plate B12 (p & s) E12 (p) and
A12 (cr)

2. Shell

Plates A11 (s), A5 (p), B9 (p & s), B11 (s), D8 (p),
E14 (p), F5 (p & s), F6 (p & s), G5 (s), H12 (p),
H5 (s), and J5 (s).

The internal bulkheads appear to be in a satisfactory condition.

Cont'd.

It was noted that the bottom longitudinals would require extensive renewals, but the exact number would need to be determined at the time of the actual survey. For guidance, however, in obtaining an estimate of the number to be renewed, where the deterioration of the internal structure is 30% or more of the original thickness, renewal would be required. However, only a maximum overall average reduction of about 12% and 9% on deck and bottom longitudinals respectively, is permissible in view of the effect on the longitudinal strength.

For further guidance in ascertaining the renewals of the internals, the following are the original thicknesses:-

Deck longitudinals	0.44"
Side & Bottom longls.	Nos. 1 - 11 inclusive, 0.44"
	Nos. 12 - 14 inclusive, 0.50"
	No. 15, 0.60"
	Nos. 16 - 26 inclusive, 0.50"
Transverses	0.50"
Centre vertical keel	0.50" face flat 1.00"
Centre deck girder	0.50"

It is assumed the additional stiffening in the form of straps, which were fitted to this class of tanker, is in good condition, but this would require to be confirmed and dealt with if found necessary at the Special Survey.

The thirteen sets of test results and the four sketches are returned herewith, but I shall be much obliged if, in future similar cases, plans and ultrasonic readings could be submitted in duplicate, so that one set can be retained in this office for record purposes.

Yours faithfully,

pro Secretary.

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c.c. Lloyd's Register of Shipping, Hong Kong.