

STANVAC BANGKOK

Ultrasonic gauging of the complete shell and decks in way of the cargo oil tanks was carried out by the Owners whilst this tanker was recently in Hong Kong and the results have now been forwarded by the Owners in their letter of 29th March, 1962; also included were readings taken on the internals such as deck, side and bottom longitudinals, transverses and longitudinal and transverse bulkheads etc.

The Hong Kong Surveyors in their report 8 No. 16904 confirm that these ultrasonic readings were made and check tests but not check drillings carried out with satisfactory results. The Surveyors made no recommendations.

The Owners, in their letter, have requested our recommendations so that an estimate can be obtained for the Special Survey.

It was pointed out to the Owners' Superintendent that, while guidance can be given by this office as regards the necessary renewals to maintain an adequate standard of strength, the exact recommendations could only be dealt with by the Surveyors carrying out the actual survey.

In this case, however, the information supplied is so extensive that it is possible to give a list of the plates that will require renewal.

IT IS SUBMITTED the Owners be informed that 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 E9 (p & s), B9 (p & s) and 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 E11 (s) B11 (p & s) and A11 (cr)

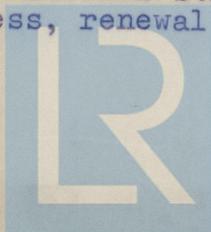
In way of No.9 C.O.T. - Plate B12 (p & s) E12 (p) and A12 (cr)

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.

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.



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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 should be returned to the owners who should be further informed that in future similar cases, the plans and ultrasonic readings ~~with their proposed renewals, or those recommended by the Surveyor at the time of the survey,~~ should be submitted in duplicate so that one set can be retained in this office for record purposes.

By to Hong Kong

g.b.

all

11th April, 1962

Office Note

Deck deterioration (Allowable - 12%)

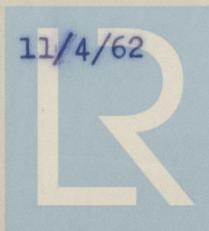
No.2 C.O.T.	8%	No.6 C.O.T. (midships)	13 1/2%
No.3 C.O.T.	9%	No.7 C.O.T.	11%
No.4 C.O.T.	6 1/2%	No.8 C.O.T.	9 1/2%
No.5 C.O.T.	10%	No.9 C.O.T.	11%

Bottom Shell (Allowable - 9%)

No.2 C.O.T.	3%	No.6 C.O.T. (midships)	10%
No.4 C.O.T.	3%	No.7 C.O.T.	3%
No.4 C.O.T.	12 1/2%	No.8 C.O.T.	5 1/2%
No.5 C.O.T.	9%	No.9 C.O.T.	5 1/2%

The longitudinals were not included in the above assessment nor the shell straps (thickness not reported).

Ltr. to Mobil Shipping Co. Ltd. 11/4/62
c.c. Hong Kong.



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