

Rpt. 8

Port KOBE

23 JUL 1962
No. 10655

Date of writing Report 6th July, 1962

When handed in at Local Office 7th July, 1962

Received London

Survey held at Osaka

No. of Visits 4

First Date 23rd March 1962

Last Date 16th June 1962

REPORT OF SHIP SURVEYS AND REPAIRS

(The Surveyor's attention is drawn to the relevant requirements of Chapters B & C of the Rules.)

No. in R.B.

32129

S.S.

on the ~~DECK~~ Steel ~~MOSE~~

"STANVAC MANILA"

Tons gross 10686

Built at Chester, Pa

By Whom Sun S.B. D.D. Co.

Year Month

When 1944

Owners Standar-Vacuum Tankers Ltd.

Owners' address
(If not already in R.B.)

Port of Registry London

T.S. J. Surveyed Afloat or in Drydock Both

Name of Dock Hitachi S.B. & E.Co., Ltd.,
Chikko Works

Date of last examn. in Drydock 2/4/62

B.—Any alterations in existing particulars in the Register Book should be reported and underlined.

Last Report: No. 3880

Port MRA

To be filled in at Head Office.

Particulars of Classification (which must be inserted precisely as in Register Book and Supplement)

Surveys must be reported in the terms of the Rules. The nature and extent of Examinations and Repairs (if any) must be stated in detail, the parts examined and their condition being early indicated. For Annual, Special or other Condition Surveys the Summary of Examination and Condition on the back of the Report is to be carefully completed and amplified if necessary in the body of the Report. Outstanding items to complete the Survey should be summarised at the end of the Report. The reasons for Repairs must be stated. Repairs on account of Damage (the alleged 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 below. When, at a Special Survey, the Shell and Deck plating is drilled the results must be reported on Report 8(Dr). Whenever Anchors or Chain cables are replaced or retested the necessary particulars are to be given on Report 8(Eq) which is to be attached to this Report.

Give dates and references to any letters relating to this Report

damage cases where the Surveyor has not made a special damage report he should state whether he offered

his services for this purpose and to whom and why they were declined

Freeboard as marked on ship and now verified 9 ft 2 3/4 ins

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

EXAMINATION AND REPAIRS AS PER RULE FOR Outstanding Conditions of Class.

Periodical Special Survey 'C', carried out at Yokohama 9,61. See Yokohama Rpt.8 No. 3880.

The Owner's Representative stated that it was the Owners intention to extensively drill the hull structure and the results are submitted herewith. The drillings at Rule positions are tabulated on Rpt.8(Dr) attached.

Upon a general examination of the under deck and bottom structure within the cargo tank space, and on examination of drilling results, the following recommendations were made:

(Upper deck and shell plates numbered from forward).

Upper Deck

Port Side: Stringer plate E12 to be renewed and E9 to be partly renewed.

D strake clear of midship house to be renewed from fore end of No.2 to aft end of No.9.

B5, B8 and B9 to be renewed, B6 and B7 to be partly renewed.

Centre Strake: A6, A8, A9, A10, A11 and A12 to be renewed, A7 to be partly renewed.

Starb'd Side: Stringer plate E8 to be partly renewed.

D strake, except D5, to be renewed from fore end of No.2 to aft end of No.9, D5 to be partly renewed.

B strake, except B7, to be renewed from fore end of No.2 to aft end of No.9.

CONTINUATION OVER/

SUMMARY OF DAMAGE REPAIRS	Shell Plates	Frames	R. Frames	Floors and Bracket Floors	Inner Bottom Plates	Deck Plates	Beams	Other Items
Renewed								
Removed and Faired or Repaired								
Faired or Repaired in place								

Has a Survey also been held on machinery of the Ship?

No

Is Classification Certificate required? If so, to be sent to No

If so, is the Report sent now, or when will it be sent?

Has Interim Certificate been issued? Yes, B-80021 copy attached.

GENERAL OBSERVATIONS, OPINION AND RECOMMENDATION AS TO CLASS

State clearly what alteration, if any, is suggested to be made in the existing Classification or Survey or other records of the Ship in the Register Book consequent upon this survey; for example:— "to remain as Classed in the Register Book without fresh record of Docking"; "to remain as Classed and to have record of drydocking 1,55"; or "to remain as Classed and to have record of drydocking 1,55, and the notation of S.S. . . . 1,55".

This ship, as far as now surveyed, is eligible in my opinion to remain as now classed in the Register Book, without fresh record of survey, subject to the upper deck and shell plating (reduced) and to all outstanding conditions of class, being dealt with at Keelung, Formosa, to which port the ship is now proceeding direct from Osaka in ballast condition.

W.N.G. McCulloch
Surveyor to Lloyd's Register of Shipping
W.N.G. McCulloch

Date of Committee

Minute

20m.4.61 T. (MADE AND PRINTED IN ENGLAND)

1961 KOB



© 2020

Lloyd's Register
Foundation

005318-005320-0055 1/4

TABLE 1

PARTS OF THE SHIP AS INDICATED BELOW HAVE BEEN EXAMINED FOR Outstanding conditions of class

Items	Now Examined YES NO or NONE	Tanks	Now Examined Internally	Now Tested
Shell plating, sternframe and rudder examined in drydock	Yes	F.P. Tank		
Rudder lifted	No	A.P. "		
Weather Decks, examined	Yes	D.B. Tanks (indicate Oil Fuel and Cofferdams)		
Hatchways, Covers, closing and securing appliances	Yes			
Ventilator coamings, skylights, companionways and closing appliances	Yes			
		Fresh Water Tanks		
Holds	No	Deep Tanks	No	
		Oil Fuel Bunkers and Settling Tanks		
'Tween Decks	None	Side Tanks		
		Wing Tanks		
Fore Peak Spaces	No	Other Tanks		
After " "	No			
Engine Space	No			
Boiler " "	No	Cargo Tanks (Tankers)	All - Yes	No
Under Engines and Boilers	No			
	None			
Tunnel and Well	None	Cofferdams	No	No
Coal Bunkers	No			
Chain Locker	No	Pump Rooms	No	-
Other Spaces	No			
		Have Tanks now Examined been Cleaned as Necessary?	Yes	
		Have Struts in Cargo Tanks (of Tankers) been removed?	No	
		Have Tanks been Retested as necessary after completion of any Repairs?	Not necessary	

Have the spaces now surveyed been cleared and cleaned as necessary? YesHave the close ceiling and cargo battens, linings, pipe casings, etc., been removed and replaced as required by the Rules? Not applicable.Have the bilges been cleaned out and examined? Yes Has cement in bottom been examined? NoHas steelwork had rust removed and afterwards been recoated as necessary? No Not applicable.

Were inspection plugs or any insulation removed in insulated spaces for examination of steelwork?

Has a Load Line Survey been held? No If so, state which -Have the shell and deck plating been drilled as per Rule? Yes If so, Report 8(Dr) to be attached YesHave any alterations to the approved scantlings and arrangements now been effected? No If so, report details in body of Report. -

NOTE:—Indicate which compartments and/or tanks have been examined or tested by giving the identification numbers and inserting the word "Yes", e.g. Holds: Nos. 1, 2 & 3—Yes; or All—Yes.

TABLE 2

The present condition of the following parts in so far as examined is to be reported:—

Shell plating	See Rpt.	Ceiling and Cargo Battens	Not Exd.	Sluice Valves examined and found	None
" " in way of side scuttles	Not Exd.	Cement or Asphalt	Not Exd.	Air and Sounding Pipes	above deck Good
Rudder and Sternframe	Good	Cargo and other Hatchways	Good	Doubling Plates under Sounding Pipes	Not Exd.
Decks	See Rpt.	Hatches and closing appliances	Good	Masts and Rigging examined and found	Good
Superstructures and their closing appliances	Good	Ventilators, their coamings	Good	Condition, how ascertained (State if wedges removed)	from deck
Coamings and Casings	Good	and closing appliances	Good	Chain Locker	Not Exd.
Beams and Fastenings	See Rpt.	Companionways and Skylights	Good	EQUIPMENT	
Frames	See Rpt.	Shell Openings	None	Equipment Letter	C 42 S 37
Reverse Frames	None	Ash Shoots	None	Anchors, No. of	3B 1S Condition Not Exd. Not ranged
Longitudinals	See Rpt.	Overboard Discharges and Scuppers	Not Exd.	Cables (State if now ranged and examined)	
Transverses	See Rpt.	Freeing ports Open rails	Good	" length Stated mean diam. complete.	
Floors in D.B.	Not Exd.	Steering Gear (Main and Auxiliary)	Not Exd.	" Rule Length 300 fms Size 2 5/16"	
Keelsons	See Rpt.	examined and found	Not Exd.	Hawsers and Warps	Stated Sufficient
Stringers	Not Exd.	Windlass examined and found	Not Exd.	State if any Anchors or Chain Cable have	No
Inner Bottom Plating	Not Exd.	Pumps	Not Exd.	now been supplied or retested, if so,	
Bulkheads and Comp	See Rpt.	W.T. Doors	Not Exd.	complete Report 8(Eq) and attach.	

Have conditions (A) or endorsements (B) of Class (if any) been dealt with? No See BelowREMARKS, REPAIRS, Etc. (Contd.) Shell PlatingPort Side: J8, J9, J10, J11 and J12 to be renewed, G7 to be renewed.F6, F6½, F8 and F13 to be renewed.E5 to be renewed.C4, C9, C10, C11 and C15 to be renewed.B7, B8, B9, B10, B11, B12 and B15 to be renewed.A10, A11, A12 and A13 to be renewed.Stbd Side: J8, J10, J11, J12 and J13 to be renewed.G8 to be renewed.F8, F9, F13 and F14 to be renewed.

Cont'd/-

Survey Fee Int. Cert. £ 10-0-0
 Condition of class 40-0-0
 Special Damage or Repair Fee (if any) 18-0-0

Second Surveyor's Fee (if any)

Date when A/c. Rendered

Travelling Expenses (if chargeable)

40-0-0JUL 16

Rpt.

8

Port of

Kobe

Continuation of Report/No. 10633

dated 7th July, 1962

on the

"STANVAC MANILA"

Starb'd Side (Continued)

E5 and E12 to be renewed.

C14 and C15 to be renewed.

B15 to be renewed.

A8 to be renewed.

Deck Longitudinals:

No.2 tanks: 50% to be renewed.

No.3 tanks: 100% to be renewed.

No.4 Tanks: 40% to be renewed.

No.5 Tanks: 40% to be renewed.

No.6 tanks: 50% to be renewed.

No.7 tanks: 40% to be renewed.

No.8 tanks: 50% to be renewed.

No.9 tanks: 25% to be renewed.

The Owners Representative was informed that a majority of the remaining deck longitudinals would require to be cropped and partly renewed at their bracketed connections on each side of each transverse bulkhead.

Bottom Longitudinals:

No.1 tanks: 20% to be renewed.

No.2 tanks: 50% to be renewed.

No.3 tanks: 100% to be renewed.

No.4 tanks: 100% to be renewed.

No.5 tanks: 10% to be renewed.

No.6 tanks: 50% to be renewed.

No.7 tanks: 10% to be renewed.

No.8 tanks: 100% to be renewed.

No.9 tanks: 50% to be renewed.

Transverse Bulkheads:

Frame 47: Bottom two strakes in P. & S. wing tanks and 3rd strake from deck in port tank to be renewed.

Frame 50: Base plating in wing tank, starboard side, and centre tank, starboard side to be renewed.

Frame 56: Base plating in wing tank, port side, to be renewed.

Frame 59: Base plating in wing tank, starboard side, to be renewed.

Frame 62: Base plating in wing tank, starboard side, to be renewed.

Frame 65: Base plating in port, starboard and centre tanks to be renewed.

Frame 68: Base plating in wing tank, starboard side, to be renewed.

Frame 71: Base plating in centre tank to be renewed.

Longitudinal Bulkheads:

Port: Base plating between transverses in Nos. 3, 4, 6 and 8 tanks to be renewed.

Stbd.: Base plating between frames 67 and 68 (No.3 tank) and between frames 54 and 55 (No.7 tank) to be renewed.

Transverses(a) Under Deck: No.2 tanks. Both to be renewed in port wing.

No.4 tanks. Forward one to be renewed in port wing and to be partly renewed in centre (P. & S.).

No.7 tanks. Both to be renewed in port and starboard wings.

No.8 tanks. After one to be partly renewed in centre (s.).

(b) Bottom: No.2 tanks: Forward one to be partly renewed in centre tank (P. & S.)

No.3 tanks: Both to be renewed in centre tank (P. & S.) and to be partly renewed in wing tanks, P. & S.

No.4 tanks: Both to be renewed in centre tank (P. & S.).

Both to be renewed in starboard wing tank.

Aft one to be renewed in port, wing tank and ford. one to be partly renewed.

No.6 tanks: Both to be renewed in wing tanks, P. & S., and both to be partly renewed in centre tank (P. & S.).

No.7 tanks: Ford. one to be partly renewed in port wing tank and partly renewed in centre tank (P. & S.).

No.8 tanks: Both to be renewed in wing tanks, P. & S., ford. one to be renewed in centre tank (P. & S.) and after one to be partly renewed (P. & S.).

No.9 tanks: To be renewed in wing tanks, P. & S., and to be partly renewed in centre tank (P. & S.).

Cont'd/-

0055 1/4

W. Mac

Rpt.

Port of KOBE Continuation of Report 8 No. 10633 dated 7th July, 1962 on the "STANVAC MANILA"

Bottom Centre Girder: To be renewed in Nos. 3,4 and 8 tanks and to be partly renewed in Nos. 6 and 9 tanks.

Under Deck Girder,
10'-0" from centre:

Port: To be renewed in Nos. 3 and 8 tanks, and to be partly renewed in Nos. 4,6 and 9 tanks.

Stbd.: To be renewed in Nos. 4 and 8 tanks, and to be partly renewed in Nos. 3,6 and 9 tanks.

Vertical Web
10'-0" from centre

Port: To be partly renewed at bottom in Nos. 2,4,6 and 8 tanks. Bottom connecting brackets to be renewed in Nos. 2,6,8 and 9 tanks.

Stbd.: To be partly renewed at bottom in Nos. 8 and 9 tanks.

Bottom connecting brackets to be renewed in Nos. 6 and 9 tanks.

Under Deck Girder,
25'-0" from centre

Port: To be renewed in No.7 tank, and to be partly renewed in Nos. 4,5,6 and 8 tanks.

Stbd.: To be renewed in No.6 tanks, and to be partly renewed in Nos. 4,7 and 8 tanks.

Vertical Web,
25'-0" from centre

Port: To be partly renewed at bottom in Nos. 5,6,8 and 9 tanks. Bottom connecting brackets to be renewed in Nos. 6 and 8 tanks.

Stbd: To be partly renewed at bottom in Nos. 5,6,8 and 9 tanks.

Bottom connecting brackets to be renewed in Nos. 5,6,8 and 9 tanks.

The Owners' Representative stated that the estimated steel weight involved in the foregoing recommendations was in excess of that anticipated and, consequently, repairs were suspended pending instructions from the Owners.

The Owners Representative subsequently stated that the ship was to be sold at Formosa for demolition, and requested the issue of an interim certificate of class and short extension of the existing certificate LLST. Cert. LLST No.80022, valid until 30th July, 1962, issued on 16th June, 1962.

Wear and Tear Repairs: Nil

Conditions of Class: No repairs effected to the outstanding items enumerated on Yka. Rpt. 8 No.3880.

Bottom of propeller post (E.W. and re-inforced 9,61) specially examined at this time and found to remain efficient.

Appendix: Nil



© 2020

Lloyd's Register
Foundation

0055 3/4

SHIP'S NAME "STANVAC MANILA" DATE OF DRILLING 23/3/62 to 4/4/62

THICKNESSES OF SHELL PLATING ascertained by drilling and comparison of same with original thicknesses.
The thicknesses are in hundredths of an inch.
Drillings to be made in accordance with rules.

STRAKE		AMIDSHIPS						FORWARD						AFT						REMARKS
		Original Thickness	Thickness by Drilling		Diminution if any		Original Thickness	Thickness by Drilling		Diminution any		Original Thickness	Thickness by Drilling		Diminution if any					
POSITION	Letter		Port	Stbd.	Port	Stbd.		Port	Stbd.	Port	Stbd.		Port	Stbd.	Port	Stbd.	Port	Stbd.		
Bridge Sheerstrake																				
Bridge Strake below																				
Sheerstrake ...																				
1st Strake below																				
2nd „ „																				
3rd „ „																				
4th „ „																				
5th „ „																				
6th „ „																				
7th „ „																				
8th „ „																				
9th „ „																				
10th „ „																				
11th „ „																				
12th „ „																				

THICKNESSES OF SHELL PLATING IN WAY OF END CARGO TANKS
IN OIL TANKERS—IF DRILLED

STRAKE		No.3 FORWARD TANK, Fr. 66/67						No.8 AFTER TANK, Fr. 51/52						REMARKS
		Original Thickness	Thickness by Drilling		Diminution if any		Original Thickness	Thickness by Drilling		Diminution if any				
POSITION	Letter		Port	Stbd.	Port	Stbd.		Port	Stbd.	Port	Stbd.			
Bridge Sheerstrake														
Bridge Strake below														
Sheerstrake ...		K	1.05	.906	.945	.144	1.105	1.05	1.024	.984	.026	.066		
1st Strake below		J	.770	.770	.770	0	0	.770	.591	.472	.179	.298		
2nd " "		H	.660	.906	1.024	-	-	.660	1.024	1.063	-	-	Including doubling.	
3rd " "		G	.660	.413	.610	.247	.050	.660	.512	.531	.148	.129		
4th " "		F	.660	.610	.512	.050	.148	.660	.433	.453	.227	.207		
5th " "		E	.800	.669	.669	.131	.131	.800	.669	.650	.131	.150		
6th " "		E	.800	.689	.709	.111	.091	.800	.689	.650	.111	.150		
7th " "		C	.760	.630	.650	.130	.010	.760	.650	.591	.110	.169		
8th " "		B	.760	.472	.551	.288	.209	.760	.492	.551	.268	.209	Clear of doubling	
9th " "		A	.760	.477	.614	-	-	.760	.634	.692	-	-	In way of doubling	
10th " "		F.K.	.840	.669	.472	.091	.288	.840	.571	.610	.189	.150	Clear of doubling	
11th " "				.652	.575	-	-		.634	.562	-	-	In way of doubling	
12th " "														
12th " "														

Wm. M. Culloch
Surveyor to Lloyd's
Register of Shipping

THICKNESSES OF STRENGTH DECK PLATING AS ASCERTAINED BY DRILLING at two positions within the half length
amidships and comparison with original thicknesses.
STATE EXACT FRAME STATIONS OF DRILLINGS

STRAKE	No. 3 T. FORWARD, Frs. 66/68						No. 8 Tank AFT Frs. 50/51						REMARKS
	Original Thickness	Thickness by Drilling		Diminution if any		Original Thickness	Thickness by Drilling		Diminution if any				
		Port	Stbd.	Port	Stbd.		Port	Stbd.	Port	Stbd.			
Stringer Plate ... E ...	.940	.709	.787	.231	.153	.940	.748	.768	.192	.172		
1st Strake Inboard D..	.820	.472	.571	.348	.249	.820	.492	.551	.328	.469			
2nd „ „ C..	.820	.475	1.495	-	-	.820	1.417	1.575	-	-	Including doubling plate.		
3rd „ „ B..	.820	.492	.492	.328	.328	.820	.630	.374	.190	.446			
4th „ Centre Line „ A	.820	.512	.512	.308	.308	.820	.512	.512	.308	.308			
5th „ „ ...													
6th „ „ ...													

If the plating is not fitted in longitudinal strakes, the arrangement should be shown on a sketch and position of drillings indicated.