

## REPORT OF SURVEY FOR REPAIRS, &amp;c.

Date of writing Report 1st Nov 1955 When handed in at Local Office 7<sup>th</sup> NOV 1955 Port of SUNDERLAND  
 No. in Reg. Book Survey held at Sunderland Date, First Survey 6th June Last Survey 8th October 1955  
 (No. of Visits 35)

28240 on the ~~Wood~~ ~~Iron~~ ~~Steel~~ S/Tanker "STANFIELD"  
 Built at Sunderland By whom Sir James Laing & Sons, Ltd When 1943 MONTH 11

TONNAGE :—  
 GROSS 9801  
 UNDER DEK —  
 NET 5769  
 Owners Stanhope S.S. Co. Limited. Owners' Address —  
 (If not already recorded in Appendix to Register Book)  
 Managers J.A. Billmeir Port belonging to London

Surveyed Afloat or in Dry Dock? Both Name of Dock Greenwell's No. 2 Destined Voyage —  
 Cell DB or DBa (undocked 19.8.55) feet: uE&B feet: f feet: f  
 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. 1993 Port Adm.

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

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER. * for Special Survey, Date of last Survey and of Periodical Surveys.	Machinery and Boiler Surveys (Including date of N.B., if any).
* 100 A1	* LMC 2/53
2/55	BS. 3/54
SS. Ham. 3/54	TS. (CL) 2/55

Carrying pet.  
in bulk

In 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 8 ft. 0<sup>1</sup> ins. painted on Ship and now verified

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

REPAIRS, OR EXAMINATION AS PER RULE FOR CONVERSION, DAMAGE, LOAD LINE SURVEY.

Vessel placed in dry-dock, the bottom keel and rudder cleaned, examined and coated.  
 Ventilators, air and sounding pipes, casings examined. Deck and general equipment examined and found or placed in order. A Re-assgt. Load Line Survey has been carried out and Report forwarded.

NOW DONE FOR CONVERSION TO ORE CARRIER.

The full details of the work carried out are shown on the plans approved, which have been amended to include all modifications and additions made during construction and are enclosed herewith. All main cargo tanks, wings and centres generally examined internally. Side and bottom shell plating, deck plating.

A C.11 Report has been prepared as an Ore Carrier.

SEE OVER/

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors.	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed ...								
Removed and Fair'd or Replaced	9	3						
Fair'd or Replaced in place	5							

## PRESENT CONDITION OF THE

Decks Good	Bulkheads Good	Engine Room Skylights Good	Copper, or Y.M. (State if on Felt.)
Caulking of Decks "	Ceiling —	Coal Bunkers, Openings, Covers, &c. —	When fitted, Month Year
Coamings "	Cement or Asphalt —	Oil Bunkers not examined Good	Boats Good
Beams & Fastenings "	Rudder Good	Scuppers "	Masts, Yards, &c. "
Outside Plating "	Steering gear and its connections "	Cargo Hatchways "	Condition, how ascertained Examined
" " in way of sidelights "	Windlass "	Hatches "	(State if wedges removed.)
Frames —	Have pumps been examined and found efficient? not examined	Planking	Equipment letter e. 1 24 <sup>th</sup> S.O.
Reverse Frames —	Have Sluice Valves been examined and found efficient? Yes	Caulking	Anchors, No. of 3 B. 1 S.
Longitudinals Good	Have Watertight Doors been examined and found efficient? Yes	Treenails	Cables (State if now ranged) Ranged
Transverses "	Have Ventilators and their Coamings been examined and found efficient? Yes	Breasthooks & Stemson	" length 350 mean diamr. 24
Floors "	Air and Sounding Pipes Good	Transoms, Pointers & Crutches	" Rule length 300 size 2, 9/16
Keelsons "	Doubling Plates under Sounding Pipes not examined.	Timbers of Frame at openings	Chain Locker Good
Stringers "		" " at other places	Hawser & Warps Stated complete
Inner Bottom Plating not exam.		Stringers, Clamps & Shelves	Standing and Running Rigging Good
Have the Tanks been examined internally? Yes		Salting State if examined	Sails —
Have the Tanks been tested? Yes			

## General Observations, Opinion as to Class, Recommendation, &amp;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."

The ship in our opinion is in an efficient condition and eligible to be classed \* 100 A1  
 Ore Carrier with date of conversion 10.55 and record of dry-docking 8.55.

CONVERSION TO ORE CARRIER	
Survey Fee (per Section 23)	£ 151 10 0
Damages 1 & 2.	6 6 0
Special Damage or Repair Fee (if any) No. 4	12 12 0
Re-Ass. L.L. Survey (conversion to Ore Carrier)	50 0 0
Travelling Expenses (if applicable) Ore Carrier	4 4 0
Special Attendance.	
Second Surveyor's Fee (if any)	

Fees applied for, 8 - NOV 1955

Received by me, 19

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Character Assigned

FRIDAY 13 JAN 1956

59527



CONTD.

S/Tanker "STANFIELD"

EXAMINED

Casings and closing appliances examined and found or placed in good condition.

The cargo hatches to wing tanks on upper deck removed, longitudinals run through and plated over. Doubling 77" x 1.06" fitted to upper deck as shown on plan of Profile and Decks. The bridge house has been moved 25' - 0" aft to come in way of the Midship Pump Room and has been raised 6" in height so that the bridge deck is now in line with the new trunk deck.

A trunk 7' - 6" in height has been built in line with the Main Fore and Aft Bulkheads running from Poop Front to Forecastle Bulkhead. The main cargo hatches are mounted on top of the trunk with a Fore and Aft Gangway on outboard sides port and starboard with hand rails. Main cargo hatches fitted with McGregor steel hatch covers.

Access hatches 24" x 19" fitted in upper deck to wing tanks and openings in deck compensated by means of doubling plates.

Tank top built in new cargo holds with self trimming hopper sides at height of original centre keelson and transverses, and stiffened by means of longitudinals and brackets, as shown on approved plan of 'Midship Section'.

Ventilation to cargo holds by means of 14" diameter vents on fore and after end of each section of steel hatch covers. 6" diameter air pipes 36" in height fitted to wing tanks (with closing appliances). Two additional lengths of chain cable were fitted particulars of which see table below.

The wing tanks are now to be used for water ballast only.

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.	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 Superintendent.
	Length.	Diam.	Stam- tory.	Breaking.	Supplied.	Per Rule.	Length.	Diam.			
	Fathoms.	Ins.	Tons.	Tons.	Cwts. qrs. lbs.	Cwts. qrs. lbs.	Fathoms.	Ins.			
9898	15	2 1/2	127	6178	540.3.18				Special Steel Stud Link	North Br. Electric Welding Co. Ltd.	GLASGOW. 17.8.55. L.L. Wright.
9899	15	2 1/2	127	6178	541.0.0						GLASGOW. 17.8.55. L.L. Wright.
	Iron Stream Chain or Steel Wire										

Pumping arrangements are in accordance with plans approved in accordance with the conversion of the "WALTON". A cargo hatch 4' - 0" in diameter with steel hinged cover and toggles placed in upper deck aft of Forecastle Bulkhead (stbd. side) giving access to forward store space.

# DAMAGE No.1

Stated to have been caused when in collision with RENI BUOY, CARDIFF on 9.5.55.

(Starboard Side) - Shell plate No. 8 from forward H Strake, faired in place.

No. 7 shell longitudinal from deck cropped, removed, faired and refitted.

CONTD. ON FOLLOWER No.1

Rpt. 9a

Port of SUNDERLAND

Continuation of Report No. 36554.

dated 7 - NOV 1955

on the

CONTD.

S/Tanker "STANFIELD"

FOLLOWER No.1

After bulkhead shell bar in No.2 tank (starboard side), faired in place.

(Starboard Side) - Shell plate No.12 from forward F Strake, removed, faired and refitted.

No.2 shell longitudinal from deck, cropped, removed, faired and refitted.

# DAMAGE No.2

Stated to have been sustained when vessel grazed LOCK WALL, CARDIFF on 9.3.55.

(Starboard Side) - Shell plate No.6 from forward J Strake, faired in place.

Shell plate No.7 from forward H Strake, removed, faired and refitted.

# DAMAGE No.3

Stated to have been sustained when entering deck at GREENWELLS, SUNDERLAND, 6.7.55.

(Port Side) - Shell plate No. 3 from forward H Strake, faired in place.

# DAMAGE No.4

Cause and date not stated at time of survey.

(Port Side) - Shell plate No.5 from forward G Strake, removed, faired and refitted.

Shell plate No. 4 from forward H Strake, faired in place.

Shell plate Nos.13,14,15 from forward H Strake, removed, faired and refitted.

Shell plate No.15 from forward J Strake, removed, faired and refitted.

Shell plate No.16 from forward J Strake, faired in place.

(Starboard Side) - Shell plate No.11 from forward J Strake, faired in place.

Shell plate No.11 from forward L Strake, removed, faired and refitted.

Shell plate No.12 from forward G Strake, removed, faired and refitted.

On completion of the Conversion and the above damages, all wing tanks and Forward Bunkers were pressed up and found satisfactory.