

Rpt. 8

Port HONG KONG.

No. 16659

Date of writing Report 17-1-62.

When handed in at Local Office 17-1-62.

Received London

Last Date 8-12-1961.

Survey held at Hong Kong.

No. of Visits 20

First Date 27-10-1961.

REPORT OF SHIP SURVEYS AND REPAIRS

WRECK SECTION

No. 766

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

No. in R.B. 32134

on the Iron or Steel M.S.

"STANVAC NAIROBI"

Tons gross 11637

Year 1939

Month 5

Built at Monfalcone.

By Whom C.R.D. Adriatico.

Owners Standard-Vacuum Transportation Co. Ltd.

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

Managers

Port of Registry London.

Date of last examn. in Drydock 21-11-61.

Surveyed Afloat or in Drydock Both.

Name of Dock Taikoo Docks.

Last Report: No. 15933

Port HKG

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

Repairs 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 fully 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 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, be summarised in the form below. When, at a Special Survey, the Shell and Deck are drilled the results must be reported on Report 8(Dr). Whenever Anchors or Chain are replaced or retested the necessary particulars are to be given on Report 8(Eq) to be attached to this Report.

SHIP'S CLASS		Machinery	
Date of Special and of Drydocking Surveys, etc.			
+100A1	11,60	+LMC CS	9,57
SS	9,57	ABS	12,60
(Dr)	3,53	ABS (ex.g.) N	9,58
		TS CL N	9,59
		SPS	8,59

References to any letters relating to this Report per dated 8-11-61, "R".

In cases where the Surveyor has not made a special damage report he should state whether he offered services for this purpose and to whom and why they were declined. None reported.

Freeboard as marked on ship and now verified 7 ft 11 1/2 ins

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

GENERAL EXAMINATION FOR POSTPONEMENT OF SPECIAL SURVEY, & SPECIAL SURVEY, Ship Built 5-1939. Lengthed & Cargo Tanks renewed 1953.

This ship started Special Survey at this Port, in October-December, 1960, and it was the Owners' intention to fit heating coils in all 30 cargo tanks, concurrently with completing the Special Survey at this time. The initial survey of the cargo tanks, however, disclosed that considerable more steel renewals, and time necessary in Port would be required than had been originally estimated for and the Owners requested that the Special Survey completion be deferred until some time before the end of September, 1962. On instructions from the Committee a General Examination has now been made of the ship, including all cargo tanks. The Special Survey has been advanced by re-examination of items previously examined last year, and additional items, all indicated thus* on page 2 of this report.

The shell and deck plating has been drilled as per Rule, as shown on Rpt.8 (Dr) attached, and all internals of cargo tanks, and their bulkheads gauged and recorded for reference at the completion Survey. Repairs have been effected at this time as found necessary and detailed below.

It is submitted that the Owners' proposal to postpone the completion of the Special Survey until some time before the end of Sept. 1962, merits favourable consideration.

NATURE OF DAMAGE REPAIRS	CONTINUATION OVER SHEET 2					Other Items	
	Shell Plates	Frames	R. Frames	Floors and Bracket Floors	Inner Bottom Plates		Deck Plates
Completed and Fair'd or Repaired							
Completed or Repaired in place							

Survey also been held on machinery of the Ship? Yes. No. Is Classification Certificate required? If so, to be sent to Yes. No. Has Interim Certificate been issued? Yes. No.

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, so far as now seen, is in good condition, and eligible, in my opinion, to remain as classed in the Register Book, with fresh record of D.S. 11,61, and to have the notation of S.S. (with date) on completion, and without condition regarding bottom shell plates forward - now dealt with.

J.L.V. Whittle.

Surveyor to Lloyd's Register of Shipping

FRIDAY 23 FEB 1962

Date of Committee

Minute

Write Own HKG

Ask for better proposal

DS 11.61 without shell cond

NOTED FOR POSTING

CERTIFICATE WRITTEN

FRIDAY 9 MAR 1962

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Lloyd's Register Foundation

TABLE 1

GENERAL EXAMINATION & PART SPECIAL SURVEY

Items	Now Examined		Tanks	Now Examined Internally	Now Tested
	YES	NO or NONE			
Shell plating, sternframe and rudder cleaned, examined and recoated in drydock	Yes.		F.P. Tank	Yes. *	No.
Rudder lifted	No.		A.P. "	Yes.	No.
Weather Decks, Superstructures and Casings	Yes.		D.B. Tanks (indicate Oil Fuel and Cofferdams)	P. & S. Fwd. & Aft. feed, J.C.W. & Fwd. cofferdam between feed DB & bunkers Yes. *	No.
Hatchways, Covers, closing and securing appliances	Yes.		Fresh Water Tanks	No.	No.
Ventilator coamings, skylights, companionways and closing appliances	Yes.		Deep Tanks	P. & S. - Yes *	No.
Holds	Generally	No.	Oil Fuel Bunkers and Settling Tanks	P.C. & S. lower bunkers & P & S O.F. settling tanks Yes. *	P.C. & S. lower bunkers P & S O.F. settling tanks, manoeuvring tanks, D.O.F., - Yes. *
Tween Decks	Generally	No.	Side Tanks	None.	--
Fore Peak Spaces	Generally	Yes.	Wing Tanks	None.	--
After " "	Generally	Yes.	Other Tanks	No.	No.
Engine Space	Generally	Yes.	Cargo Tanks (Tankers)	All.	No.
Boiler " "	Generally	Yes.	Cofferdams	Forward & aft - Yes. *	Aft - Yes. *
Under Engines and Bollers	Generally	No.	Pump Rooms	Forward - Yes. *	No.
Forward and Well		None.			
Coal Bunkers		No.			
Chain Locker		No.			
Other Spaces	All accommodation spaces in poop	Yes. *			

Have the spaces now surveyed been cleared and cleaned as necessary? Yes.

Have the close ceiling and cargo battens, linings, pipe casings, etc., been removed and replaced as required by the Rules? Where necessary, yes.

Have the bilges been cleaned out and examined? Yes.

Has steelwork had rust removed and afterwards been recoated as necessary? Yes.

Were inspection plugs or any insulation removed in insulated spaces for examination of steelwork? No.

Has a Load Line Survey been held? Yes. If so, state which Annual.

Have the shell and deck plating been drilled as per Rule? Yes. If so, Report 8(Dr) to be attached Yes.

Have 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	Good.	Ceiling and Cargo Battens	--	Sluice Valves examined and found	None.
" " in way of side scuttles	Good.	Cement or Asphalt	Good.	Air and Sounding Pipes	Good.
Rudder and Sternframe	Good.	Cargo and other Hatchways	Good.	Doubling Plates under Sounding Pipes	Good.
Decks	Good.	Hatches and closing appliances	Good.	Masts and Rigging examined and found	Good. *
Superstructures and their closing appliances	Good.	Ventilators, their coamings and closing appliances	Good.	Condition, how ascertained (State if wedges removed)	By inspection also Good.
Coamings and Casings	Good.	Companionways and Skylights	Good.	Chain Locker	Good.
Beams and Fastenings	Good.	Shell Openings	Good.	EQUIPMENT	
Frames	Good.	Ash Shoots	None.	Equipment Letter	(g+) 2-5/8"
Reverse Frames	Good.	Overboard Discharges and Scuppers	Good.	Anchors, No. of	3 B Condition Good.
Longitudinals	Good.	Freeing ports	Open rails - Good.	Cables (State if now ranged and examined)	Yes.
Transverses	Good.	Steering Gear (Main and Auxiliary)	Good.	" length 360 F. mean diam. 2-3/8"	
Floors	Good.	examined and found	Good.	" Rule Length 360 F. Size 2-5/8"	
Keelsons	Good.	Windlass examined and found	Good.	Hawsers and Warps	Good.
Stringers	Good.	Pumps " " "	Good.	State if any Anchors or Chain Cable have now been supplied or retested, if so, complete Report 8(Eq) and attach.	No.
Inner Bottom Plating	Good.	W.T. Doors " " "	Good.		
Bulkheads and Tunnel	Good.				

Have conditions (A) or endorsements (B) of Class (if any) been dealt with? Yes. See Below

REMARKS, REPAIRS, Etc. (Contd.)

Condition of Class

Now Dealt With :-

Scrubbed rivets on bottom shellplating forward now renewed as necessary, and this item submitted for deletion.

Tel. H.Kg. \$19.00

Survey Fee G.B. \$1,000.00
 Part S.S. 800.00
 Special Damage or Repair Fee (if any) S.F. 125.00
 Travelling Expenses (if chargeable) 50.00

Second Surveyor's Fee (if any)
 Date when A/c. Rendered 11th Dec.

Rpt. 9a Cont. Sheet 2

Port of HONG KONG.

Continuation of Ship/Mech. Report No. 16659,
 -Continuation of Report No.

dated 11th December, 1961. on the

on the S.S./M.S. "STANVAC NAIROBI"

(Contn.)

Repairs (Wear & Tear) :

Now Done :-

Keel plate No.2 from aft pitted, fitted with welded doubler (permanent repair).

Poop deck

Seven plates fitted with welded doublers port side, and six starboard side (permanent repair).

A number of minor deck repairs also effected elsewhere.

A number of short fractures in the following cargo tank bulkheads drilled at extremities, veed and welded, and welded doublers in way fitted (temporary repairs). These fractures were found generally in way of the brackets connecting the shell longitudinals, and longitudinal bulkhead stiffeners to the bulkheads, No.1s/1c, 1s/2s, 2p/3p, 1c/2c (4 doublers), 2c/2s, 2s/3s, 2p/3p, 2c/3c (5 doublers), 3p/3c (2 doublers), 3c/4c (4 doublers), 6c/6s, 6c/7c, 7c/7s, 8c/8s, 8c/9c (2 doublers), 9c/9s, 9c/10c (2 doublers), 10c/10s (2 doublers).

Bulkhead No.162 in way of Nos.1/2 centre cargo tanks fitted with 10 F.B. stiffeners, 9" x 9/20" on 3rd and 4th strakes from bottom as a temporary repair.

No condition of class has been made regarding the foregoing repairs as all will require dealing with concurrently with the Special Survey, and all are considered to remain efficient meanwhile.

SHIP'S NAME "STANVAC NAIROBI" DATE OF DRILLING December, 1961.

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	POSITION	Letter	AMIDSHIPS			FORWARD			AFT			REMARKS	
			Original Thickness	Thickness by Drilling		Diminution if any	Original Thickness	Thickness by Drilling		Diminution if any	Original Thickness		Thickness by Drilling
			Port	Stbd.	Port			Stbd.	Port			Stbd.	Port
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

Between Tr. Fr. 147 - 150 Tr. Fr. 87 - 93.

STRAKE	POSITION	Letter	FORWARD TANK (No. 3)				AFTER TANK (No. 7)				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.
Bridge Sheerstrake													
Bridge Strake below													
Sheerstrake		M	104	100	95	4	9	104	97.5	100	6.5	4	
1st Strake below		L	87	80	80	7	7	87	75	82.5	12	4.5	
2nd " "		K ²	67	50	52.5	17	14.5	67	55	65	12	2	} K Strake aft
3rd " "		K ¹	67	50	55	17	12						
4th " "		J	67	55	52.5	12	14.5	67	57.5	47.5	9.5	19.5	
5th " "		H	67	60	57.5	7	9.5	67	60	47.5	7	19.5	
6th " "		G	77	70	70	7	7	77	72.5	70	4.5	7	
7th " "		F	77	70	70	7	7	77	45	62.5	32	14.5	
8th " "		E	77	65	70	12	7	77	62.5	67.5	14.5	9.5	
9th " "		D	77	57.5	72.5	19.5	4.5	77	70	75	7	2	
10th " "		C	77	72.5	70	4.5	7	77	70	47.5	7	29.5	
11th " "		B	77	67.5	72.5	9.5	4.5	77	80	70	-	7	
12th " Keel		A	108	105		3		108	97.5		10.5		
			570 462 1032	507.5 425 932.5				1032	497.5 392.5 890				

Drillings examined and agree with attached plans forwarded by the owner. See endorsement dated 8/1/62
J.L.V. Whittle
16/2/62

J.L.V. Whittle.
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.

Tr. Fr. 147 - 150 Tr. Fr. 87 - 93. STATE EXACT FRAME STATIONS OF DRILLINGS

STRAKE	POSITION	Letter	FORWARD			AFT			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 ...			90	67.5	70	22.5	20	90	72.5	67.5	17.5	22.5	
1st Strake Inboard ...			83	62.5	65	20.5	18	83	60	62.5	23	20.5	
2nd " "			83	62.5	70	20.5	13	83	57.5	55	25.5	28	
3rd " "			83	55	62.5	28	20.5	83	60	57.5	23	25.5	
4th " "			83	55	55	28	28	83	65	60	18	23	
5th " Centre.			83	65		18		83	60			23	
6th " "			505 422 1135	367.5 322.5 88.5				375.0 302.5 1135					

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