

25191

14 MAY 1953

Rpt. 1

STEEL STEAMER OR MOTORSHIP.

Received at London Office

State if Report has been sent on the Freeboard of the Vessel yes.

State if Report is sent on the Machinery of the Vessel yes.

Date of completion of report 6th April, 1953. Port of HAMBURG. No. 2324

Survey held at HAMBURG. Date First Survey 2nd September, 1952 Last Survey 22nd March 1953

On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) Sing. Sc. Oil Tanker "STANVAC NAIROBI" (ex "JAMES J. MAGUIRE") Machry aft.

State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) Full Scantling State Type of Erections Poop, Bridge & Focsl.

TONNAGE under } 10603.36
 Tonnage Deck ... }
 Do. of space or spaces }
 between Tonnage Dk. }
 and Upper Dk. }
 Total 10603.36
 Gross Tonnage 11642.74
 Register Tonnage 6857.83

CLASS 100 A1 State if with freeboard } no
 Carrying Pet.in bulk. as condition of Class }
 Length from fore part of stem to after part of stern } 522.00
 post on summer L.W.L. See Sec. 3 (1a) }
 Breadth (greatest moulded) } 69.75
 Depth, at middle of length from top of keel to top } 37.00
 of beam at side of uppermost continuous }
 deck. See Sec. 3 (1c) }
 1st Longitudinal Number (L x D) = 19314
 2nd Numeral L x (B + D) = 55723.5
 Framing Depth "d," at middle of length. See }
 Sec. 3 (1d) }
 Proportions—Depth to Length—Uppermost con- } 14.108
 tinuous deck to top of keel }
 Do. Long Bridge to }
 top of keel }
 Draught Moulded 29'2 5/8"

Reconstructed and Lengthened at HAMBURG.
 Launched - Yard No. -
 Rebuilt by Howaldtswerke A.G.,
 Builders
 Owners Oriental Trade & Transport Co. Ltd.,
 Managers -
 (Where necessary to be entered in Reg. Book)
 Residence -
 Port of Registry London.
 If surveyed while building, afloat, or in dry dock
Building, afloat and in drydock.
Vessel undocked 2nd March, 1953.

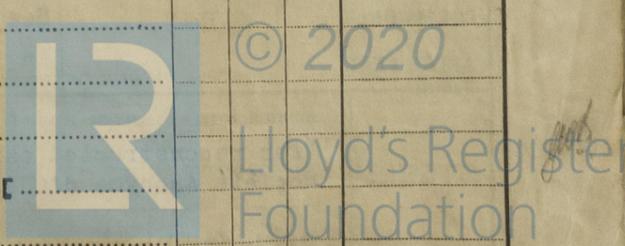
REGISTERED DIMENSIONS.

FEET
527.4
70.05
37.15

FRAMES, DOUBLE BOTTOM AND BEAMS.

	INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.	INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.
FRAMES, Spacing amidships			Bracket Floors, Frame	
" " from 1/2 length amidships to Collision bulkhead			" " Reversed Frame	
" " in peaks			" " Vertical Struts	
DE FRAMING.			Centre Girder, depth and thickness amidships	
Frame Amidships, Angle, [or]			" " top Angles	
" " Extends up to			" " bottom Angles	
Reversed Frame Amidships, Angle			Side Girders, No. each side and thickness	
" " Extends up to			Margin Plate depth (excl. of flange) and thickness	
Depth of Framing Girder			" " Vertical Angle to Tank side Bracket abaft 1/2 len. from stem	
Frames in Uppermost Continuous 'tween Decks, Angle, [or]			" " Vertical Angle to Tank side Bracket from forward 1/2 len. from stem to Panting Area	
" " Second 'tween Decks, Angle, [or]			" " Gussets, spacing and scantling abaft 1/2 len. from stem	
" " Third " " " "			" " Gussets, spacing and scantling from forward 1/2 len. from stem to Panting Area	
" " from 1/2 len. for'd. to 15% len. from Stem			Tank Side Brackets, height above base line at toe of Frame and thickness	
" " in Peaks, Angle or [INNER BOTTOM PLATING.	
Diameter and Spacing of Rivets through Frame and Shell Plating amidships			Breadth and thickness of Middle Line Strake	
State if Frame Joggled			Thickness of remainder in Holds	
Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved?			Are Rule requirements complied with regarding increases of scantlings in way of double bottom in E. & B. space and framing in Bunkers and Boiler Room?	
Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved?			BEAMS.	
SINGLE BOTTOM.			Uppermost Continuous Deck, amidships in Wells, Angle, [or]	
Floors, Depth and thickness at mid-line in Holds			" " in way of Bridge, Angle, [or]	
Height of Brackets at side above base line at toe of frame			Spacing	
Middle Line Keelson, on Floors, Angles, [or]			Second Deck, amidships, Angle, [or]	
" " Through Plate or Inter-costal Plate			Spacing	
" " Foundation Plate on Floors			Third Deck, amidships, Angle, [or]	
" " Flat Plate Keel Angles			Spacing	
Side Keelsons, No. each side			Fourth Deck, amidships, Angle, [or]	
" " thickness of Inter-costal Plate			Spacing	
" " Angles			Poop Deck, Angle, [or]	
DOUBLE BOTTOM			Spacing	
Solid Floors, thickness and spacing			Bridge Deck, Angle, [or]	
" " Are Frame and Reversed Frame joggled?			Spacing	
Bracket Floors, breadth and thickness at middle line			Forecastle Deck, Angle, [or]	
" " breadth and thickness at margin plate			Spacing	

SEE TRIESTE REPORT No. 12516



PILLARS AND DECKS.

Longl. Bhds in Cargo Tanks	INCHES OR MM.		Any Departure from Approved Plans to be Noted.	INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.
Longl. Stiffners	130	90	9		
PIERS, No. of Rows	150	100	12		
Top. Nos. 1-4	200	90	12		
5-6	200	90	14		
7	200	100	13		
8-9	230	100	11		
10	230	100	13		
11	250	100	11		
12	250	100	11		
13	250	100	13		
Bottom 14-15	700				
1-2c	760				
Center Line Bulkhead	647				
Long Stiffeners and Spacing	12.5				
Plating, thickness of (Top)	11		14		
STRINGERS AND DECKS.					
Uppermost Continuous Deck	2169	x	23		
Stringer Plate, breadth and thickness in Wells		x	265		
" " At Breaks in way of Bridge	180	180	23		
" Angle in Wells	21				
Thickness of Plating abreast Deck openings in way of Wells	21				
Thickness of Plating abreast Deck openings in way of Bridge	21				
Thickness of Plating within line of openings	See Trieste Report				
If Sheathed, material and thickness	No. 12516.				
Second Deck					
Stringer Plate, breadth and thickness in Wells					

SHELL PLATING.

SCANTLINGS.				RIVETING.					
STRAKES.	AS IN VESSEL.			ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	Upper EDGES.		BUTTS.		
	AMIDSHIPS.	FORWARD.	AFT.		SINGLE OR DOUBLE.	RIVETS.	NO. OF ROWS OF RIVETS.	RIVETS.	
mm	Breadth.	Thickness.	Thickness.	mm	Diam.	Spacing cr. to cr.		Inches.	Inches.
Flat Plate Keel	2080	27.5			E.W.	-		E.W.	
" Dblg. (if any)									
Bottom Plating, No. of Strakes 4	-	19.5			E.W.			E.W.	
Bilge Plating, No. of Strakes 2	-	19.5			Double	25	100	E.W.	
Side Plating, No. of Strakes 3	-	17			Treble	22	88	E.W.	
Upper Deck, Sheer-strake in Wells	2005	26.5			Treble	22	88	E.W.	
Upper Deck, Sheer-strake in Bridge	"	32	At Breaks		Double	25	100	E.W.	
Strake below Sheer-strake in Wells	-	22			{ Stringer	28	112	E.W.	
Strake below Sheer-strake in Bridge	-	22			{ bar				
Poop Side Plating					Double	28	112	E.W.	
Bridge Side Plating					"	28	112	E.W.	
Forecastle Side Plating									

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—	
Extending to Upper Deck (Sec. 3 c)	17
" Deck next below	-
As per Rule	As approved.

FORGINGS AND CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any Departure from Approved Plans to be Noted.
KEEL, Bar				
STEM				
STERN FRAME				
Propeller Post				
Rudder				
Speed of Vessel				
RUDDER—Type				
A x D				
Diam. of head				
Mainpiece at top pintle				
heel				
how constructed				
double or single plate coupling, vertical or horizontal				

	Plating Thickness. mm	STIFFENERS.			
		VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
Transverse MIDSHIP BULKH'D, Upper two decks	11	7 webs		127x89x11	T.W.A.
" " Second "		& 2 Longl. Bhds.		760	
" " Third Bottom	13			270x115x13	Fl. Pl.
" " Holds					
COLLISION " (in Hold)		See Trieste Report No. 12516			
AFTER PEAK "		"	"	"	"

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) **Open Hearth**

(For reconstructed cargo tank portion of vessel)

STEEL. **Société Anonyme d'OUGREE-MARIHAYE - Division des ACIERIES (Belgium)**

Has the Steel been tested as required by the Rules? **yes.**

SEE TRIESTE REPORT No. 12516

SEE TRIESTE REPORT No. 12516

Seams & Butts riveted at ends. See Trieste Report No. 12516.

SEE TRIESTE REPORT No. 12516

24 MAY 1953

PARTICULARS OF LONGITUDINAL FRAMING.

Hamburg Rpt. No. 2324

FRAMING.	AMIDSHIPS.		ENDS.			Any Departure from Approved Plans to be Noted.	RIVETING.													
	In Ship.		In Ship.				Rivets in Longitudinal Frames.		Spacing of Rivets on each side of Transverses and Bulkheads.	Rivets in Brackets to Bulkheads.										
	mm		Ins.	Ins.	Ins.		Diam. Ins.	Spang. Ins.		Inches.	Number.	Diameter. Inches.								
Toe Welded angles of Holland Profile, and Flanged Plates.	See Trieste Report No. 12516.																			
Bridge 'tween Decks from Uppermost Continuous No. 1	3	150x100x12	T.W. Angle.			150 x 90 x 12	T.W. Angle													
" 2	4	150x100x12	"			5-6 175x100x11.5 7 200x100x11.5	"													
" 5-7		220x11	H.P.																	
" 8-10		230x100x13	FL. Plate																	
" 11-12		250x100x13	"																	
" 13		280x100x13	"																	
" 14		330x100x13	"																	
" 15		355x100x13	"																	
" 9																				
" 10																				
" 11																				
" 12																				
" 13																				
" 14																				
" 15																				
" 16																				
ing of (Amidships ... tudinal (At Ends ... ames																				
Bottom Longituds.		395x100x13	Fl. Plate																	
Longitudinals (Amidships At ends...		760																		
Transverses.																				
Decks) (Depth and Thickness Face Angles Lugs to Shell*	SEE TRIESTE REPORT No. 12516																			
(Depth and Thickness Face Angles Lugs to Shell*		815 11																		
(Depth and Thickness Face Angles Lugs to Shell*		160 13																		
(Depth and Thickness Face Angles Lugs to Shell*		Electr. welded Centre Tk. 1015x11 Wing Tk. 914 11 Cent. Tk. 305 13 Wing Tk. 160 13	3 Transverses in each Tank.																	
(Depth and Thickness Face Angles Lugs to Shell*																				
" " Back Bars																				
Brackets			13																	
ing of Transverse Frames... * State if joggled or liners.		2286-2592.5																		
inal of	Bridge Deck	See Trieste Rpt. No. 12516																		
	Upper "	H.P. 220 x11				200x90x11.5														
	Second "																			
	Third "																			

WELDED CONSTRUCTION

WELDED CONSTRUCTION

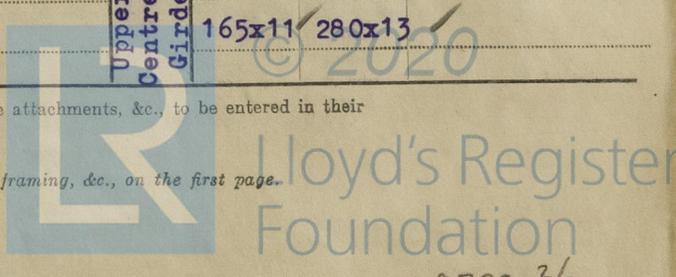
SEE TRIESTE RPT. No. 12516

SEE TRIESTE RPT. No. 12516

For Scantlings at Ends see Trieste Report No. 12516

The particulars of framing in peaks (if ordinary), Floors, Centre Girder, Side Girders and Margin Plate and their angle attachments, &c., to be entered in their respective places provided for on the Report Forms.

NOTE.—This slip to be pasted on the fourth page of the Report, and reference to same to be made under framing, &c., on the first page.



MAY 1953

Approved equipment for lengthened vessel "STANVAC NAIROBI" see London letter dated 21.5.1952.

EQUIPMENT No. 57477 LETTER gt ANCHORS.

Number of Certificate	Anchors	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST, PER CERTIFICATE.			WEIGHT REQUIRED BY TABLE 53.	Description of Anchor.	Makers.	Where and when tested, and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.				
1st Bower														
2nd "														
3rd "														
Collective weight														
Stream														

SEE TRIESTE REPORT No. 12516

CHAIN CABLES.

HAWSERS AND WARPS.

Number of Certificate	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.				Length and Size per Table 53.		Description.	Makers of Cables.	Where and when tested, and Superintendent.	Material.	Length and Size supplied.		Breaking Test of Steel Wire.	Length and Size per Table 53.			
	Length.	Diam.	Status.	Break-ing.	Supplied.		Per Rule.	Length.	Diam.	Length.					Cir.	Length.		Cir.	Tons.	Length.	Cir.
					Cwts.	qrs.															
18	61	25/8			217.0.0.		-	-	-		Mild Steel Cable	Hansa-Ketten fabrik-Dortmund	Dortmund 23.2.53 J.Q.	TOWLINE							
														HAWSERS & WARPS							
Stream in or Wire																					

SEE TRIESTE REPORT No. 12516

Steering Gear, Type (Power or hand) Alternative Means of Steering

Steering Chains (Size and Test) SEE TRIESTE REPORT No. 12516 Windlass Boats

Shifting in Holds, thickness and material Cargo Battens, thickness, material and spacing

Cargo Hatchways.—(Upper Deck) Coamings 800 x 11 mm Thickness of Hatch Covers 13 mm steel.

Size of Hatchways No. 1 (Fwd.) 10'4"x20'0" No. 2 1190 mm No. 3 720 mm No. 4 No. 5

Number of Shifting Beams and/or Fore and Afters None.

Builder's Signature

HOWALDTSWERKE HAMBURG A.-G.

Rohr Müller

GENERAL DECLARATION. It should be stated (a) whether the vessel (if not a motorship) is fitted for the carriage and burning of oil used as fuel Motorship (b) whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo Oil Tanker The positions in which oil is carried as fuel or cargo should be indicated, together with the flash point (where required to be inserted in the Notation).

This ship has been reconstructed and lengthened under Special Survey in conformity with the Society's Rules and Regulations and Secretary's letters. The scantlings and arrangements of the reconstructed cargo tank portion of the ship are as given in the report and as shown and amended on the approved plans now forwarded. All modifications or additions to the original approved arrangements made during reconstruction have been indicated on the plans and have been approved as being in accordance with, or by standards equivalent to, the Rule Requirements. The plans showing the ship as rebuilt, now forwarded herewith, have been checked with the approved arrangements and found in order.

The materials and workmanship are satisfactory.

A periodical Special Survey (Drilling) has been held on the existing forward and aft portions of the ship clear of the reconstructed cargo tanks - see also Report 8 - and all cargo oil tanks, cofferdams, peak tanks, deep tanks, double bottom tanks, bunkers and settling tanks have been tested as required by the Rules and found satisfactory.

p.t.o.

The amount of Entry Fee (2/3) £1453.0.0

See London letter 21.4.53

Ref. Admin/F. Special Survey Fee

Revised Freeboard Survey £ 62.10.0

Travelling Expenses, if any £ 32.0.0

State whether the Vessel has been built under Special Survey yes.

Certificate to be sent to Date of issue

Committee's Minute

Character assigned

Fees applied for, A/o rendered from London 1953

Received by me, 19

(Special notations; where part of class, to be stated.)

We are reconstructed & lengthened in accordance with the Rules of the Society and are of opinion the Vessel should be Classed 100 A1 Carrying Petroleum in bulk.

Signature W. Göttermann Surveyors to Lloyd's Register of Shipping.

GENERAL REMARKS—(The Surveyor should state the Number of Report and Name of any Sister Vessel. Plans showing Vessel as built should be forwarded and a copy of the Plans should be embodied.)

The existing windlass and steering gear have been retested under working conditions with satisfactory results. Bilge suction have been tested and found satisfactory. Oil fuel, F.P. above 150° is carried in deep cross bunkers tanks forward of machinery space, in deep tanks forward and in double bottom tanks below machinery space, -Section 20 of the Rules complied with. Revised freeboards have been assigned, markings cut in on vessel's sides and verified and certificates issued.

The following plans are forwarded herewith:-

As Approved : Profile and Deck Plan,

Transverse Frame,

Partial shell expansion and deck plating,

Main transverse bulkhead,

Hatch covers for Cargo Tanks,

Forecastle end bulkhead,

As Fitted: Please see List attached.

Mill Sheets are attached.

Copy of Interim Certificate issued also attached.

PARTICULARS OF ELECTRIC WELDING (if employed) For the reconstructed and lengthened cargo tank portion of the all new structure has been welded, except stringer bar which has been rivetted to shell and deck and except seams of side shell plating and seams of deck plating.

SPECIAL NOTATIONS :—Either as part of the vessel's class or for record in the Register Book Carrying Pet. in bulk. Part E.W. Longl. framing. Cruiser Stern.

Lloyd A&CP. D.F. E.S.D. Gyro Compass.

Mchy. aft. Oil Engine.

Reconstructed and lengthened, Hamburg, 1953.

RADAR Equipment (State if fitted)

State Type or Pattern No.

State Name of Maker and/or Supplier.

Particulars of Drop Test of Cast Steel Anchors, viz. :—
Weight, Surveyor's Initials, Number of Certificate, Date of Test.

1st Bower.

2nd "

3rd "

See Trieste Report No. 12516.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 107.2 ft., R.Q.D. - ft., Bridge 40.7 ft., Forecastle 37.7 ft.

(in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated.

Official No. 167242

Signal Letters G.M.Y.K.

Extreme Breadth over Belting

Over-all Length 543.6

No. and Material of Decks

One Deck (steel 2nd Deck clear of cargo tanks.

(Circ. 1703)

Parts of Bottom of Vessel coated with cement or approved composition

Bare steel in cargo tanks.

Clear of cargo tanks

See Trieste Report No. 12516.

Particulars of composition (if fitted) and of approval

PARTICULARS OF WATER BALLAST:—(Comprising all tanks which may be used for Water Ballast. (Circ. 1284) Wells are not to be included in the lengths of the tanks, but Cofferdams and Dry Tanks (if tested) are to be included.

Where Fitted.	Length.	Water Capacity.	Where Fitted.	Length.	Water Capacity.
	Feet.	Tons.		Feet.	Tons.
Double bottom, aft,			Fore peak tank,		
Double bottom, under Engines and Boilers,			After peak tank,		
Double bottom, if under Engines only,			Deep tank, aft,		
Double bottom, if under Boilers only,			Deep tank, forward,		
Double bottom, forward,			Other tanks, if fitted,		
Total length (if continuous) and Capacity			(If necessary furnish further information by sketch.)		

SEE TRIESTE REPORT NO. 12516

Order for Special Survey No. -

Date -

Dates of Surveys held while building

1952. Sep.: 2, 6, 10, 15, 16, 17, 18, 19, 23, 27, 30, Oct.: 11, 20, 23, 28, 30, Nov.: 2, 4, 5, 7, 8, 10, 11, 12, 13, 21, 24, 26, 28, Dec.: 1, 2, 4, 5, 7, 9, 11, 13, 15, 16, 17, 18, 19, 20, 18, 20, 21, 23, 24, 29, 30,
1953:- Jan.: 3, 5, 6, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, Feb.: 2, 3, 5, 6, 9, 10, 13, 16, 17, 18, 23, 25, 26, 26, 27, 27, 27, 28, 28, Mar.: 2, 3, 4, 5, 11,
12, 13, 14, 14, 15, 16, 17, 18, 18, 19, 20, 21, 22.

Total No. of Visits 112