

# REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 28th April 1953 When handed in at Local Office HAMBURG Port of HAMBURG

No. in Reg. Book 64263 Survey held at HAMBURG Date, First Survey 2.9.1952 Last Survey 22nd March 1953

on the Wood, Iron or Steel M.V. "STANVAC NAIROBI" (ex "JAMES J. MAGUIRE") (No. of Visits 112)

TONNAGE: GROSS 11642.74 Built at Monfalcone By whom Cantieri Riuniti Dell'Adriatico YEAR 1939 MONTH 5

UNDER DECK 10603.36 Owners Oriental Trade & Transport Co. Ltd. Owners' Address Reconstr. 1953

NET 6857.83 Managers - Port belonging to London

Surveyed Afloat or in Dry Dock? Both Name of Dock Howaldtswerke A.G. Destined Voyage -

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. \* 100 A1 Machinery and Boiler Surveys (Including date of N.B., if any). \* LMC 6,47

10,51 DBS 10,51

ss S.Fo.-7,48 TS CL 10,51

Oil Eng.

Carrying Petroleum in bulk. Society's Freeboard (if assigned) as painted on Ship and now verified

Was a damage report made by anyone else? if so, by whom? no damage

REPAIRS, OR EXAMINATION AS PER RULE FOR Docking, Special Survey (D), Reconstruction of all oil cargo tanks and Lengthening (see First Entry Rpt. No. 2324) Alterations, Freeboard Survey with Renewal of Rpt. C 11 and C11 (Comp.), Repairs (Wear & Tear).

NOW DONE:-

- Vessel placed in drydock.
- Shell plating, stern frame (E.W. 10,51) and rudder cleaned, examined and coated.
- Worn part of vessel - oil cargo tanks - between frames No. 46 and 75 removed and reconstructed section of the vessel, 37' lengthened, refitted.
- Shell plating forward and aft drilled and thickness found as given on drilling sheet.
- Rudder lifted for examination.
- Vessel undocked 2nd March, 1953.

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

PRESENT CONDITION OF THE	
Decks <u>good</u>	Bulkheads <u>good</u>
Caulking of Decks <u>"</u>	Ceiling <u>"</u>
Coamings <u>"</u>	Cement & Asphalt <u>"</u>
Beams & Fastenings <u>"</u>	Rudder <u>"</u>
Outside Plating <u>good</u>	Steering gear and its connections <u>"</u>
" " in way of sidelights <u>"</u>	Windlass <u>"</u>
Frames <u>"</u>	Have pumps been examined and found efficient? <u>yes</u>
Reverse Frames <u>"</u>	Have Sluice Valves been examined and found efficient? <u>yes</u>
Longitudinals <u>"</u>	Have Watertight Doors been examined and found efficient? <u>yes</u>
Transverses <u>"</u>	Have Ventilators and their Coamings been examined and found efficient? <u>yes</u>
Floors <u>"</u>	Air and Sounding Pipes <u>good</u>
Keelsons <u>"</u>	Doubling Plates under Sounding Pipes <u>"</u>
Stringers <u>"</u>	
Inner Bottom Plating <u>"</u>	
Have the Tanks been examined internally? <u>yes</u>	
Have the Tanks been tested? <u>yes</u>	
Engine Room Skylights <u>good</u>	Coal Bunkers, Openings, Covers, &c. <u>good</u>
Oil Bunkers <u>good</u>	Scuppers <u>"</u>
Cargo Hatchways <u>"</u>	Hatches <u>"</u>
Hatches <u>"</u>	Planking <u>"</u>
Planking <u>"</u>	Caulking <u>"</u>
Caulking <u>"</u>	Treenails <u>"</u>
Treenails <u>"</u>	Breasthooks & Stemson <u>"</u>
Breasthooks & Stemson <u>"</u>	Transoms, Pointers & Crutches <u>"</u>
Transoms, Pointers & Crutches <u>"</u>	Timbers of Frame at openings <u>"</u>
Timbers of Frame at openings <u>"</u>	" " at other places <u>"</u>
" " at other places <u>"</u>	Stringers, Clamps & Shelves <u>"</u>
Stringers, Clamps & Shelves <u>"</u>	Saline <u>"</u>
Saline <u>"</u>	State, if examined
Copper, or Y.M. (State if on Fell.)	When fitted, Month Year
Boats <u>good</u>	Masts, <u>good</u>
Masts, <u>good</u>	Condition, how ascertained <u>from shaft</u>
Condition, how ascertained <u>from shaft</u>	Equipment letter <u>G+</u>
Equipment letter <u>G+</u>	Anchors, No. of <u>3+1</u>
Anchors, No. of <u>3+1</u>	Cables (State if now ranged) <u>ranged</u>
Cables (State if now ranged) <u>ranged</u>	" length <u>360</u> mean diamr <u>2 5/8</u>
" length <u>360</u> mean diamr <u>2 5/8</u>	" Rule length <u>300+60</u> size <u>2 5/8</u>
" Rule length <u>300+60</u> size <u>2 5/8</u>	Chain Locker <u>good</u>
Chain Locker <u>good</u>	Hawsers & Warps <u>sufficient</u>
Hawsers & Warps <u>sufficient</u>	Standing and Running Rigging <u>efficient</u>
Standing and Running Rigging <u>efficient</u>	Sails <u>-</u>

### General Observations, Opinion as to Class, Recommendation, &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, 1,33," or "to remain as classed and to have record of survey, 1,33, and the notations of ss No. 1-33."

This vessel is eligible, in my opinion, to remain as now classed with fresh record of Survey 3,53 and notation S.S. Ham. 3,53 (dr).

Survey Fee (per Section 23)	Special Survey (1/3)	£ 61. 17. 0.
Special Damage or Repair Fee (if any) (per Sec. 23)		£ 124. 0. 0.
Travelling Expenses (if chargeable)		£ 18. 10. 0.
Special Attendance Fees		£ 26. 5. 0.
Second Surveyor's Fee (if any)		£ :

Fees applied for A/O rendered from London

Received by me, \_\_\_\_\_ 1953

for W. Macmillan and self

W. Macmillan

Surveyor to Lloyd's Register of Shipping.

TUES. 19 MAY 1953

Character Assigned 3.53 Ham. subject (delib endorsement)

1st Ham 3.33 (DR) + LMC 3.53 (with personal endorsement)

len + cargo tanks renewed '53 + NE - made '52 fitted '53

Note + write Ham S(N) 1.53 cl DBS 3.53

CERTIFICATE WRITTEN.

Lloyd's Register Foundation

003458-003465-0351 1/3

Ham 27

*Handwritten notes:*

24 MAY 1953

in reprint

Is Certificate required? If so, to be sent to Yes Owners

" STANVAC NAIROBI "

EXAMINED:-

Fore- and after peak spaces, forward hold, forward pump room, engine and boiler spaces, under engines and boilers, plating in way of sidelights, decks, hatchways with their closing and securing appliances, anchors, chain cables, chain locker, masts and rigging, steering gear, auxiliary steering gear, windlass, general equipment, hand pumps, watertight door, ventilator coamings and covers, air- and sounding pipes (striking plates fitted), pipe casings partly dismantled, boats, cargo battens and casings.

Freeboard Survey carried out.

EXAMINED INTERNALLY AND TESTED:-

Fore- and after peak tanks, oil fuel bunkers and settling tanks, deep tanks, all double bottom tanks and cofferdams.

All spaces previously cleared, ceiling, lining, cement and rust removed and structure cleaned as required.

Steelwork afterwards coated as necessary.

Ceiling and lining replaced.

Cement renewed where necessary.

NOW DONE FOR ALTERATIONS:-

Forecastle deck plating enlarged 710 mm from fr. 89 to fr. 88 and closed up by steel end bulkhead with tonnage opening amidships (see drawing No. 436 111/318).

Bulkheads of chain locker lengthened from main- to forecastle deck with the necessary alterations of chain pipes (see drawing No. 436111/146) for the 60 fathoms additional chain cable.

Diesel fuel oil tank fitted between fr. 45 and fr. 47 in upper part of fuel oil deep

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.			
16223	1st Bower	92	3	2	-	-	-	65	3	-	-	90	-	-	BALDT STOCKLESS Chain Philadelphia Forge Div. 23.11.51	
	2nd "														Anchor P.R. L.R. Chapman	
	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.	Statutory.	Breaking.	Supplied.	Per Rule.	Length.	Diam.			
4936	45	2 5/8	185440	539620	18755	-	-	2 5/8	Di-Lock Baldt Anchor Philadelphia		
2318	61	2 5/8	120740	169740	217 cwt	-	-	2 5/8	Mild steel Ghester P.R. 27.11.51		
									Stud Link Hansa-Kotten L.R. Chapman		
									Dartmund		
										Dartmund 23.2.53	
										Julius Aust	

tank (s.s.) As seatings for the new equipped 5000 HP Sulzer - Motor,

Flat bar doublings (100 mm high) on top of double bottom tank top plating and girders in way below double bottom tank top plating fitted in welded construction, see drawings Nos. 436111/125 and 436111/132.

New seatings with necessary reinforcements of ship's construction fitted in welded construction in way of E.R. for two Diesel generators fr. 32 - 42 (p.s.), auxiliary air compressor fr. 32/33 (p.s.), two daily service gas oil tanks fr. 35/37 (p.s.), fresh water cooling tank fr. 30 (p.s.), air bottle fr. 34 - 37 (p.s.), all necessary pumps on port and starboard sides.

" STANVAC NAIROBI "

ALTERATIONS:- (contd.)

All alterations have been carried out in accordance with approved and amended plans.

NOW DONE FOR REPAIRS (WEAR & TEAR):-

Shell plating (all plates numbered from aft).

Wasted shell plates B 2 and C 2 (s.s.) renewed.

Locally wasted shell plate J 3 (p.s.) renewed.

Locally wasted shell plates K 3 (p & s) renewed.

Locally wasted shell plates K 4 (p & s) renewed.

Locally wasted shell plates K 5 (p & s) renewed.

Indented shell plate L 5 (p.s.) faired in place.

Indented shell plate B 10 (s.s.) cropped and part renewed.

Wasted shell plates D 15 (p & s) renewed.

Wasted shell plates E 12 (p & s) renewed.

Indented shell plates H 18 (p & s) cropped and part renewed.

Wasted shell plates J 17 (p & s) renewed.

Shell plates K 14 (p & s) renewed.

Wasted shell plates K 16 (p & s) cropped and part renewed.

Wasted shell plates L 16 (P & s) renewed.

Indented shell plate J 18 (p.s.) removed, faired and refitted.

Indented shell plate J 20 (s.s.) cropped, part renewed.

About 2900 defective rivets in way of forward shell plating (p & s) renewed.

About 100 defective stem rivets renewed.

5 wasted main deck plates in way of fr. 74 - 76 renewed.

In way of forward cofferdam wasted plates renewed as follows:-

3 plates each in stringer Nos. 1, 2, 3.

32 brackets of longitudinal framing.

5 wasted longitudinal shell frames in way of shell plates J 3, K 3, 4 (p & s) and K 3 (s.s.) renewed.

In way of after cofferdam wasted plates with the necessary connecting angles renewed as follows:-

2 plates in centre bulkhead.

4 plates in side longitudinal bulkheads.

8 wash plates.

194 connecting brackets to shell, bulkhead and girders.

2 corroded plates of No. 47 transverse bulkhead renewed.

Wasted stiffeners from top to bottom of No. 47 transverse bulkhead entirely renewed.

6 wasted plates of sea boxes in way of after cofferdam renewed.

Wood deck on top of P.O. messroom aft removed, steel plates in way part renewed, part scaled and recoated and wood deck renewed.

1 wasted plate of poop deck house bulkhead (fr. 43) renewed.

Wood planking of boat deck aft and poop deck part removed, steel plates in way scaled and recoated and wood decks part renewed.

Wasted coaming plates in way of deck house on boat deck aft cropped and part renewed.

4 wasted plates in way of deck house on boat deck amidships renewed.

1 wasted sill plate of crew's galley door renewed.

Steel plates (wasted) of fiddley top and E.R. skylight casing partly renewed.

Steel plates of wasted galley top deck entirely renewed.

WEAR & TEAR REPAIRS:- (contd.)

Wood deck on upper bridge, boat deck (both amidships) and boat deck aft recaulked and payed.

Steering gear overhauled.

Loose bolts of neck bearing renewed and adjusted.

All watertight doors overhauled and toggles made workable and rubber renewed, where necessary.

Wasted sill plates of watertight doors renewed, where necessary.

All side scuttles overhauled and screws made workable, glasses and rubber renewed where necessary.

All drain pipes and scuppers overhauled and renewed or repaired, where necessary.

All stern valves overhauled and leather packings throughout renewed.

Corroded shell plating of remaining forward and after section chipped.

E.R. shell plating, frames and tank top plating in way chipped.

All sounding pipes of double bottom tanks provided with new striking plates.

1 sounding pipe 1 1/2" in way of E.R. renewed.

1 sounding pipe 1 1/2" in way of E.R. part renewed.

Closing arrangements of sounding pipes overhauled and weights of cock renewed, where necessary.

Closing covers of 17 goose necks renewed.

All ventilator coamings overhauled and closing arrangements supplied where necessary.

All flaps of skylights overhauled, made workable, glasses and rubber packings renewed, where necessary.

Two defective hinged steel covers with glasses in way of E.R. skylight renewed.

All hatch covers overhauled, screw bolts and joints renewed or repaired and rubber packing renewed, where necessary.

Chain cables ranged.

Anchors and chain cables examined.

Chain cables cleaned and recoated.

A new bower anchor with shackles and 45 fathoms chain cable have been supplied (see table sheet 1).

Bower anchor with shackle and 15 fathoms chain cable fitted to the port side and 30 fathoms chain cable fitted to the starboard side (see also S.R.L.).

Additionally 60 fathoms chain cable have been supplied according to the new Equipment letter g+ (see London letter of 21.5.1952) and shackled in.

The new certificates have been verified and endorsed.

Windlass overhauled and breaks renewed.

On completion steering gear and windlass tested under working conditions and found satisfactory.

On completion all double bottom tanks in way of repairs tested under pressure and found satisfactory.

On completion shell plating, watertight bulkheads, deck house bulkheads, port heles and watertight doors in way of repairs have been hose tested and found satisfactory.

SPECIAL REASONS LIST:-

Port bower anchor shackle being placed in order and a bower anchor and 45 fms. cable being supplied earliest opp., to stern frame (E.W. 10,51) and repairs to shell plating (p.s.f.) in way of bower anchor specially to examine next decking.

All these items (see, "New done in drydeck" and "Repairs - Wear and Tear") have been dealt with this time and may now be deleted from the S.R.L.

LIST OF ENDORSEMENTS:-

Indents in stem plating (s.s.).

This item (see "Repairs - Wear and Tear") has been dealt with this time and may now be deleted from the List of Endorsements.

DRILLINGS OF SHELL PLATING as follows:-

Strake	Forward					Aft				
	P.S.		S.S.			P.S.		S.S.		
	Orig.	Dr.	Dim.	Dr.	Dim.	Orig.	Dr.	Dim.	Dr.	Dim.
FK-Strake	20.0	20.0		20.0		20.0	20.0		19.0	-1.0
B "	20.5	20.0	-0.5	20.0	-0.5	18.0	18.5		18.5	
C "	13.25	12.5	-0.75	14.0		18.0	18.0		18.0	
D "	20.0	20.0		20.0		15.0	15.0		14.5	-0.5
E "	-	-		-		-	-		-	
F "	-	-		-		14.0	14.0		14.0	
G "	-	-		-		-	-		-	
H "	13.25	11.0	-2.25	11.5	-1.75	13.0	13.5		12.0	-1.0
J "	13.5	12.0	-1.5	12.5	-1.0	13.0	12.0	-1.0	15.0	
K "	13.0	11.5	-1.5	12.0	-1.0	13.0	13.0		11.5	-1.5
K1 "	13.0	11.5	-1.5	12.0	-1.0	-	-		-	
L "	13.0	14.0		14.0		15.0	14.0	-1.0	13.5	-1.5
M "	13.0	14.0		14.0		19.0	18.0	-1.0	19.0	

ADDITIONAL:-

Notations etc. for Register Book.

- 1.) The vessel's name and particulars are as now indicated on head of Rpt. 8.
- 2.) The new dimensions of the ship are as indicated in First Entry Rpt. (see also new length of forecastle).
- 3.) The new Official Number is 167242.
- 4.) The new Signal Letters are G M Y K.
- 5.) The new Equipment letter is g+ and the equipment has been supplied in accordance with the new letter (see London letter dated 21st May, 1952). *W.A.*