

Deschimag. Werk: 'Vulcan', Hamburg.

Yard No. 213.

2,500,9,4

DCW

Received by Chief Ship Surveyor

Received from Chief Ship Surveyor

VESSEL'S NAME <sup>4</sup> Mst.s.s. 'STANROYAL'  
(ex 'Isar')

REPORT Nwc. No. 105788

The remarks of the Chief Ship Surveyor are desired on this case for the consideration of the Classing Committee.

("The endorsement to contain a succinct summary of any repairs that have been required and to show the cause or causes of such repairs, and also to bring out clearly any exceptional features in connection with the case, so that the Classing Committee may have all the salient points presented in the endorsement."—Extract from Sub-Committee's Report, 24/5/92.)

This vessel was built in 1929 and classed with the Germanischer Lloyd.

Classification with this Society is desired by the present Owners.

Plans embodying alterations have been examined at this Office and the scantlings and arrangements found suitable for the class 100A- "With freeboard".

For further particulars see endorsements and correspondence.

The NEWCASTLE Surveyors, in a First Entry Report and Rpt. 8, report 11.48 the vessel placed in dry dock, the scantlings and arrangements verified, the requirements for Vessels Not Built Under Survey and of a Periodical Special Survey complied with.

The shell plating has been drilled with satisfactory results.

Alterations now carried out include conversion to a C.S.S. vessel by closing in the short after well and fitting a tonnage opening etc., conversion for the carriage and burning of oil to be used as fuel, modifications to accommodation, removal of Admiralty fittings, etc.

The deep tank forward has been arranged for the carriage of vegetable oil.

Due to wear and tear, renewals and/or repairs to deck and tank top plating, bulkheads, bunkers, casings, tunnel, hatchways, supports and closing appliances, deck houses, rudder, steering arrangements, etc. effected

On account of damage through collision shell and deck plating etc. in way of stern dealt with.

Owing to damage the causes of which are unknown permanent repairs to shell and deck plating, framing, etc. (p. & s.) carried out.

Temporary repairs in way of set in shell plating in way of starboard bow, to set in bottom plating (s.s.a.) and buckled after peak bulkhead, to set up bottom plating, etc. amidships & aft (p.s.), to set in plating at fore foot (p. & s.) have been effected.

The Surveyors recommend that the above damage be permanently dealt with at the Owners' convenience, except indented shell plates in 'A', 'C' & 'D' strakes amidships and aft (p.s.), in 'B' & 'C' strakes at forefoot (p. & s.) and in 'G' strake at bow (s.s.), which should be examined externally or permanently repaired at the next dry docking.

The equipment of anchors and chain cables on board has been tested or retested at Lloyd's Proving Houses in the U.K. and complies



'STANROYAL'

with Rule requirements, except that a fourth bower anchor is on board.

It is submitted the vessel is eligible to be classed 100A1 "With freeboard" with record of docking survey 10.48 and the notation of S.S. - 11.48 (Dr.), subject to special external examination or permanent repairs to indented shell plating in 'A', 'C' & 'D' strakes amidships and aft (p.s.), 'B' and 'C' strakes at forefoot (p. & s.) and 'G' strake at bow (s.s.) at the next dry docking.

100A1 "With freeboard" "Fitted for oil<sup>fuel</sup> 11.48, FP above 150°F".  
"Carrying vegetable oil in deep tank forward"

S.S. Nwc.- 11.48 (Dr.)  
10.48 Nwc. subject

Classed 11.48

2 Dks & Shelter dk  
Cell DB 447' 1710t, DTf 43' 719t, FPT 162t, APT 107t  
FK, 8 BH (Coll to Sh dk, 7 to 2nd dk), pt Asp, pt Cem, Lloyd's A & CP  
F 39'  
O.L. 546.5'  
ESD  
"f" "

Endorsement 'B'

Indents in bottom plating, etc.  
in way of after peak & indents in side  
shell plating (p. & s.)



18.2.49.

Lloyd's Register  
Foundation

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