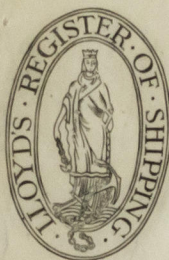


COPY

LLOYD'S REGISTER OF SHIPPING

UNITED WITH THE BRITISH CORPORATION REGISTER



Port

CALCUTTA

29th September 1961

This is to Certify that

JOHN CURRIE

the undersigned Surveyor to this Society did at the request of Lloyds Agents, Gladstone Lyall & Co. Ltd., Calcutta, on behalf of London Salvage Association, and without prejudice, attend on board the motor tanker "BURMAH SAPPHIRE" 6231 tons gross of London whilst afloat at Budge Budge, Calcutta on 14th September 1961, and later in drydock at Calcutta, to determine the nature and extent of DAMAGE, stated to have been caused by COLLISION with dredger "BALARI" off Hiragunge, Birlapore, in the River Hooghly, at 0920 hours on 10th September 1961.

It is considered that the damage found can be reasonably attributed to the stated cause.

FOUND

Shell plating port side, set in and torn open from frame 127 to frame 138 at sheerstrake, tapering in down to D strake, at about frame 132.

Sheerstrake torn away.

First below sheer torn away.

Second below sheer torn away.

Third below sheer set in and torn.

Fourth below sheer (D strake) set in.

RECOMMENDED

Renew from 126/7 to 139/40 in 2 plates.

Renew from 125/6 to 140/1 in 2 plates.

Renew from 127/8 to 139/40 in 2 plates.

Renew from 128/9 to 138/9.

Crop and part remove fair and refit panel, 9'-6" x 2'-6".

Fees Rs. 400/-

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This Certificate is issued upon the terms of the Rules and Regulations of the Society, which provide that :—

"While the Committees of the Society use their best endeavours to ensure that the functions of the Society are properly executed, it is to be understood that neither the Society nor any Member of any of its Committees is under any circumstances whatever to be held responsible for any inaccuracy in any report or certificate issued by the Society or its Surveyors, or in any entry in the Register Book or other publication of the Society, or for any error of judgment, default or negligence of any of its Committees or any Member thereof, or the Surveyors, or other Officers or Agents of the Society."

Lloyd's Register of Shipping.

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"BURMAH SAPPHIRE"FOUNDIN NOS. 7 & 8 PORT WING TANKS.

Shell frames 128 to 135 inclusive, and 137 to 139 inclusive, set in and torn.

Seven upper deck beam knees buckled.

Summer tank flat, plating torn away from 129 to 138.

Summer tank flat, beams and beam knees 129 to 134 inclusive torn away.

2 upper deck plate transverses torn, with face plates and brackets.

Lower stringer twisted and torn.

Bilge brackets at frames 131, 132 & 134 buckled.

Bilge bracket 129 buckled.

Upper deck stringer plating buckled, stringer angle twisted.

Outboard and second longitudinal deck beams buckled.

Third longitudinal deck beam buckled.

One upper deck scupper torn away.

O.T. bulkhead 136 buckled at wing.

2 bulkhead stiffeners buckled.

RECOMMENDED

Frame 128 to crop below summer tank flat and renew up to top end. Frame 129 to crop 2'-0" above lower stringer and renew up to top end. Frame 130 to crop at stringer and renew up to top end. Frames 131 & 132 to renew. Frame 133 to renew from stringer up to top end. Frames 134 & 135 to renew. Frames 137, 138 and 139 to crop below summer tank flat and renew up to top end.

Renew.

Renew. *

Renew. *

Renew, outboard halves. *

Renew from frame 130 to frame 134, with ends of 2 lower tie beams and face plates.

Crop and part renew all three.

Fair in place.

Renew one stringer plate, approx. 20'-6" x 5'-0". Part renew one stringer plate, approx. 5'-0" x 2'-0". Part renew stringer angle, approx. 36'-0".

Outboard longitudinal renew from 127 to 136. Second to renew from 129 to 135.

Remove, fair and refit.*

Renew.

Part renew, approx. 7'-0" x 27'-0" high.

One renew, one remove, fair and refit. 3 stiffener brackets renew, one remove fair and refit. 2 horizontal flat bars renew.



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"BURMAH SAPPHIRE"FOUNDRECOMMENDED

First aft deck transverse in No.8 wing tank locally buckled at shell.

Part renew, outboard 12".

Forecastle bulwark break-down, buckled at start of rise at upper deck.

Plating to part renew. Top rail to part renew.

Steel oil tight casing around extended spindle in No.4 summer tank buckled.

Renew.

2 samson post rigging screws bent.

Renew.

Removals for access. De-gaussing cables and clips to be removed from upper deck stringer; cables to be hung off, about 75'-0". Six deck eyeplates to remove. All to be refitted in good order on completion.

Nos.7 & 8 port wing, cargo tanks and Nos.2 & 3 summer tanks to be cleaned and gas freed for repairs and pressure tested on completion, and made tight. New and disturbed work to be re-coated externally.

The above recommendations have been made in order to place the tanker in as good a condition as before the alleged collision. Permanent repairs have now been partly completed, to my satisfaction. To meet the Owners request for the earliest possible departure, the following work has been deferred (see starred, *, items):

- 1) Renewal of summer tank flat plating, except that the plating has been partly renewed (from 136 to 138) to give separation of summer tank from No.8 port wing.
- 2) Renewal of summer tank beams and knees, except that new beams and deep brackets have been fitted at 132 & 134.
- 3) Part renewal of 2, upper deck, plate transverses in No.7 port wing tank; deep flanged beam knees fitted meanwhile.
- 4) On completion of permanent repairs, No.7 port wing tank to be re-tested for separation from summer tank.
- 5) Fairing of 3rd longitudinal deck beam in No.7 port wing tank.

The above items have been deferred for 3 months. Permanent repairs are to be completed by end of December 1961.

John Currie
SURVEYOR TO LLOYDS REGISTER OF SHIPPING.



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