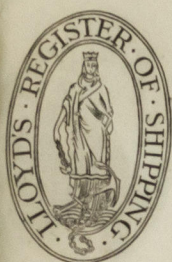


COPY

# LLOYD'S REGISTER OF SHIPPING

UNITED WITH THE BRITISH CORPORATION REGISTER



Port

CALCUTTA

5th October 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., on behalf of Salvage Association attend on board the motor tanker "BURMAH SAPPHIRE" 6321 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 GROUNDING in Bombay Harbour at 0645 hours on 22nd July 1961, prior to start of voyage Bombay - Kandla - Abadan; and subsequent REFLOATING. For further particulars see Log books, and Bombay Damage Report dated 27th July 1961. See also Bombay report dated 25th August 1961 for part permanent repairs carried out to cargo oil pipelines etc, and main machinery.

## GROUNDING

### FOUND

### RECOMMENDED

Forward half length of bottom indented and set up; internal structure set up in places. Aftermost keel plates waved:

### KEEL:

No.3 keel plate corrugated.

Remove, fair and refit.

No.4 keel plate corrugated.

Remove, fair and refit.

No.5 keel plate corrugated.

Remove, fair and refit.

No.9 keel plate set up and indented.

Remove fair and refit.

No.10 keel plate set up at forward end.

Part renew, forward half.

No.11 keel plate set up and indented.

Renew.

2500/-  
90/-

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."



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## "BURMAH SAPPHIRE"

### FOUND

- No.13 keel plate set up and indented.  
 No.14 keel plate set up and indented.  
 No.15 keel plate set up and indented.  
 No.16 keel plate set up and indented.

### PORT BOTTOM:

A strake 8 (2 plates), 10, 11 and 12 and transverse panels in way, set up and indented.

B strake 8 (2 plates), 10 and 11 set up and indented.

C strake 8 (2 plates), 9 and 10 set up and indented.

D. strake 6, 7 and 8 indented.

### STARBOARD BOTTOM:

A strake 8 (2 plates), 9, 10, 11, 12 & 13, and panels 73, 85, 97, 109, 146 set up and indented.

### RECOMMENDED

Remove, fair and refit.

Renew.

Renew.

Renew.

A.8, frames 86 to 96, remove fair and refit. Panel, frames 96 to 98, remove fair and refit. A.8, frames 98 to 108, remove fair and refit. Panel, frames 108 to 110, renew. A.10 frames 127 to 137, remove fair and refit. All, frames 137 to 147 renew. Panel, frames 145 to 147, renew. A.12, frames 147 to 155, renew.

B.8, frames 86 to 96 remove, fair and refit. B.8, frames 98 to 108, remove, fair and refit. B.10, frames 133/145, renew. B.11, frames 145 to 147, crop and part renew (6'-6" aft end).

C.8, frames 86 to 96, remove, fair and refit. C.8, frames 98 to 108, renew. C.9, frames 122 to 130, remove, fair and refit. C.10, frames 130 to 140 remove, fair and refit.

D.6 fair in place at forward end.  
 D.7 fair in place at after end.  
 D.8 to be cropped and fit inserts on lower landings 6'-0" x 3'-0"; 4'-0" x 2'-0".

Panel at bulkhead 73 to remove, fair and refit. Panel at bulkhead 85 to remove fair and refit. A.8, frames 87 to 95, fair in place at after end. Panel at bulkhead 97 to remove fair and refit. A.8, frames 98 to 108 to remove, fair and refit. Panel at bulkhead 109 to remove fair and refit. A.9 frames 122 to 128, remove fair and refit. A.10, frames 128 to 137, to remove, fair and refit. A.11 frames 135 to 145 to remove fair and refit. Panel frames 145 to 147, renew. A.12, frames 147 to 157, renew. A.13, frames 157 to 166 renew.



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"BURMAH SAPPHIRE"FOUNDRECOMMENDED

B. strake 8 (4 plates), 9, 10, 11 and 12 set up and indented.

B.8, frames 86 to 95, fair in one place. B.8, frames 110 to 120, fair in one place. B.8 frames 74 to 83, to crop and part remove fair and refit, 12'-0" at ford end. B.8 frames 98 to 107 to remove, fair and refit. B.9, frames 122 to 133, to crop and part remove, fair and refit, 15'-9" at ford end. B.10, frames 133 to 144, renew. B.11 frames 144 to 153, remove, fair and refit. B.12, frames 153 to 162 crop and part renew. 8'-0" x 2'-0", after end.

C strake 6, 8 (3 plates), 9 and 10, set up and indented.

C.6 fair in place on lower landing. C.8 frames 74 to 83 remove, fair and refit. C.8 frames 98 to 107, remove fair and refit. C.8, frames 111 to 119, remove fair and refit. C.9, frames 122 to 130, remove fair and refit. C.10, frames 130 to 139 remove, fair and refit.

D. strake 4, 6, 7 and 9 indented.

Fair in place plates D.4, D.6 D.7 and D.9 on lower landings.

Port bilge keel twisted amidships.

Part renew.

INTERNALS: (Tanks numbered from aft)

No.1 Centre Tank

Portside after bottom girder to crop in 2nd longitudinal and renew upto centre girder.

No.2 Port Wing Tank

Middle bottom transverse plate buckled. To be faired in place.

After bottom transverse plate buckled. To be faired in place.

No.2 Starboard Wing Tank

After bottom transverse plate buckled. To be faired in place.

No.3 Centre Wing Tank

Centre keelson to crop ford end at butt and remove fair and refit together with heavy face bar approx. 8'-0" from forward bulkhead.

No.3 Starboard Wing Tank

Two longitudinal bottom frames to be removed faired and refitted.

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## "BURMAH SAPPHIRE"

Forward bottom transverse web to crop at outboard longitudinal frame and renew up to fore and aft bulkhead. Crop Halfway on lightening hole approx. 7'-0" height.

Longitudinal bulkhead stiffeners to crop below bottom stringers and remove fair and refit lower end together with bottom brackets (nos. 2, 3, 5 & 6 stiffeners from forward bulkhead).

Tank ladder to be removed faired and refitted.

### No.4 Port Wing Tank

After bottom transverse web to renew forward bottom transverse web to renew.

Two bottom longitudinals frames to remove fair and refit.

Nos. 2, 3, 5, 6 & 7 frames from after bulkhead, Bilge brackets and lower ends of frames to be removed, faired and refitted.

Forward end aft shell webs to remove, fair and refit below lower stringer.

Five longitudinal bulkhead stiffeners and bottom brackets to remove fair and refit below lower stringer.

### No.4 Centre Tank (Portside of centre line)

5 longitudinal bottom frames to remove fair and refit.

5 after bulkhead stiffeners and bottom brackets to remove fair and refit below lower stringer.

Centrekeelson to crop and part renew, approx. 4'-0" x 4'-0" abaft after transverse.

After bulkhead centreline web, to part renew together with face plate in way of lower stringer.

After bottom transverse web, outboard half to be part renewed.

Forward bottom transverse web, outboard half to be part renewed.

Centrekeelson to crop forward of forward transverse and renew. Heavy face plate part remove fair and refit.

Forward bulkhead bottom frame gusset plate to be removed faired and refitted.

(Starboard side of centre line)

Forward bottom frame gusset plate to remove fair and refit.

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## "BURMAH SAPPHIRE"

Forward bottom transverse web to remove fair and refit.

After bulkhead, two inboard stiffeners with bottom brackets to remove fair and refit.

### No.5 Port Wing Tank

Three bottom longitudinal frames to renew. Bottom frame gussets fore and aft to remove for access and refit.

Two bottom transverse web plates to renew up to side shell butt.

Shell frames No.5, 6, 7, 9, 10 and 11 connecting from after bulkhead to crop below stringer and remove, fair and refit.

Bilge brackets Nos.5, 6, 7 and 9 from after bulkhead to remove fair and refit.

Longitudinal bulkhead stiffeners Nos.5, 6, 7, 9, 10 & 11 from aft to remove fair and refit.

### No.5 Starboard Wing Tank

Three bottom longitudinal frames to renew. Bottom frame gussets fore and aft to remove for access and refit.

Two bottom transverse web plates to remove fair and refit.

Three stiffeners with bottom brackets on after bulkhead to remove fair and refit.

### No.5 Centre Tank

(Portside of Centre line)

Bottom gusset (under bulkhead between 5 & 6 tanks) to be renewed.

Bottom longitudinal frames Nos. 1, 2, 3, 4, 5 to be removed faired and refitted.

Centre keelson to remove fair and refit.

Forward and after bottom transverses to be renewed.

Five stiffeners on after bulkhead to remove fair and refit, below lower stringer, together with bottom brackets.

After centre girder web to be cropped through first lightening hole and lower section removed faired and refitted. Face plate to part renew.

Bottom stringer on after bulkhead to be faired in place.

(Starboard side of Centre line)



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## "BURMAH SAPPHIRE"

Bottom longitudinals to be removed, faired and refitted.

Bottom transverse crop outboard halves and part renew.

Bulkhead stiffeners No.1, 2, 3 and 4 crop below lower stringer and remove fair and refit with brackets.

### No.6 Port Wing Tank

Three bottom longitudinal frames to remove fair and refit.

Three bottom frame gussets to remove fair and refit.

Two bottom transverse web plates to remove fair and refit.

First bilge brackets from aft to remove fair and refit.

Frames Nos.6 & 7 from aft to remove fair and refit. Bilge brackets to fair in place.

### No.6 Starboard Wing Tank

Two bottom transverse web plates to fair in place.

Three bottom longitudinal frames to be lined up after removal of bottom plates.

### No.6 Centre Tank

(Port side of Centre Line)

Transverse bulkheads between Nos.5 and 6 Tanks crop and renew 3'-0" from bottom extending from centre girder to 3'-0" from Port bulkhead.

Bulkhead stiffeners No.2, 3, and 4 to crop fair and refit.

Bulkhead stiffeners brackets No.2, 3, & 4 from centre girder to remove fair and refit.

Bottom longitudinals No.2 and 3 from centre girder remove fair and refit, approx.5' - 0" forward of after bulkhead.

Bottom transverses Nos.1 and 2 to renew.

Face plate of centre web forward to renew.

Tank ladder to remove fair and refit.

### No.7 Port Wing Tank

Three bottom transverse webs to remove fair and refit.

Tank side bilge bracket No.6 from aft to remove fair and refit.

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## "BURMAH SAPPHIRE"

Five longitudinal bulkhead stiffeners to remove fair and refit.

Two bottom longitudinal frames to check after removal of bottom plates.

### No.7 Starboard Wing Tank

Three transverse web plates to remove fair and refit.

Two bottom longitudinal frames to remove fair and refit.

Bilge brackets on frames 131 and 132 to remove fair and refit.

### No.7 Centre Tank

(Port side of Centre line)

No.5 Bottom longitudinal crop up to after transverse and renew forward length.

Forward bottom transverse crop and part renew outboard of No.5 longitudinal.

After bottom transverse crop and part renew inboard of No.2 longitudinal outboard of No.5 longitudinal fair in place. Inboard bracket renew.

Centre keelson crop and part renew after half length to be cropped and approx.2'-0" from bottom renewed.

(Starboard side of centre line).

### Starboard side of centre line

Forward transverse to fair in place.

After transverse crop and renew 2'-6" of bottom portion over whole length.

No.1 longitudinal crop forward of aft transverse and remove fair and refit after length.

Bottom longitudinal brackets No.1, 2, 3, 4, 5 to renew.

No.5 bottom longitudinal crop after half length and renew.

Longitudinal bulkhead crop aft of after transverse and renew to 3' - 0" above bottom.

After transverse bulkhead crop and part renew up to 4' - 0" above bottom.

Bulkhead stiffeners Nos.1,2,3 with bottom brackets crop remove fair and refit.

Equalising valve - extended spindle remove fair and refit.



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## "BURMAH SAPPHIRE"

### No. 3 Starboard Wing Tank

No. 3 web from forward remove fair and refit.

### No. 3 Centre Tank

Ten bottom longitudinal frames port and starboard to remove fair and refit.

Centre keelson to renew.

Forward bottom transverse web plates port and starboard to renew.

After bottom transverse web plates port and starboard to remove fair and refit.

Four longitudinal frame gussets port and starboard to remove fair and refit.

Forward half height bottom transverse remove fair and refit port and starboard. Brackets to centre keelson port and starboard to renew.

### Forward Pump room

Forward bottom transverse web plate part renew.

### Oil Transfer Pump room

Longitudinal bulkhead crop and part renew at bottom.

First and second deep floors part renew at bottom.

Side keelson part renew in 1st and 2nd spaces forward.

### Forward Cofferdam

Centre keelson crop and part renew.

After bulkhead crop and part renew.

### Port deep tank

First bilge bracket crop and part renew.

Centre line bulkhead crop and part renew after two spaces.

Aftermost bilge bracket remove fair and refit.

After bulkhead crop and part renew approx. 12'-0" x 3'-0".

Side keelson renew after two spaces.

Heating coils part remove, refit and test.

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## "BURMAH SAPPHIRE"

### Starboard deep tank

Deep floors Nos.1, 2, 3, 4, 5, 6 renew.

Side keelson remove fair and refit.

Heating coils, part renew, refit and test.

### Forepeak Tank.

Cement box in way of three spaces on starboard side to be cut away and lower sections of frames cropped faired and refitted.

For access: Suction strums and valves where necessary to be removed and refitted in good order. Shoring in drydock.

On completion of repairs: all tanks to be tested. New and disturbed work to be re-coated externally (and internally in way of pump rooms).

The above recommendations have been made in order to place the tanker in as good a condition as before the alleged grounding. Permanent repairs are to be carried out at the next drydocking.

*John Currie*  
SURVEYOR TO LLOYDS REGISTER OF SHIPPING.



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