

Rpt. 8

Port CALCUTTA

No. 20376

Date of writing Report 18/10/61

When handed in at Local Office

Received London

Survey held at CALCUTTA

No. of Visits 17

First Date 14/9/ 19 61

Last Date 5/10/ 19 61

# REPORT OF SHIP SURVEYS AND REPAIRS

(The Surveyor's attention is drawn to the relevant requirements of Chapters B & C of the Rules.)

No. in R.B.

05291

on the Iron or Steel M.S.

"BURMAH SAPPHIRE"

Tons gross 6231

Built at Wal.

By Whom

Swan Hunter & Wghm Rchdsn

Year 1953 Month 8

Owners Burmah Oil Co.(Tankers)Ltd.,

Owners' address (If not already in R.B.)

Managers

Port of Registry LONDON

Surveyed Afloat or in Drydock in drydock

Name of Dock

King George

Date of last examn. in Drydock 5/10/61

N.B.—Any alterations in existing particulars in the Register Book should be reported and underlined.

Last Report: No. 14959

Port Bam.

Particulars of Classification (which must be inserted precisely as in Register Book and Supplement)

Surveys must be reported in the terms of the Rules. The nature and extent of Examinations and repairs (if any) must be stated in detail, the parts examined and their condition being clearly indicated. For Annual, Special or other Condition Surveys the Summary of Examination and Condition on the back of the report is to be carefully completed and amplified if necessary in the body of the Report. Outstanding items to complete the Survey should be summarised at the end of the Report. The reasons for Repairs must be stated. Repairs on account of Damage (the alleged cause of which must be stated) should be separated from repairs due to other causes, and, besides being detailed in the body of the Report, should be summarised in the form below. When, at a Special Survey, the Shell and Deck Plating is drilled the results must be reported on Report 8(Dr). Whenever Anchors or Chain Cables are replaced or retested the necessary particulars are to be given on Report 8(Eq) which is to be attached to this Report.

SHIP'S CLASS Date of Special and of Drydocking Surveys, etc.

Machinery

+100 A1

+LMC

oil tanker

CS.11-57

3-61

d.12-60

ss.11-57

CL.11-59

sps.12-59

Give dates and references to any letters relating to this Report

In damage cases where the Surveyor has not made a special damage report he should state whether he offered

his services for this purpose and to whom and why they were declined issued (2)

Freeboard as marked on ship and now verified / ft / ins

copies attached.

Was a damage report made by anyone else? If so, by whom? London Salvage Assocn.

EXAMINATION AND REPAIRS AS PER RULE FOR DAMAGES

(1) Stated to have been caused by GROUNDING in Bombay Harbour, on 22nd July 1961, and subsequent refloating.

(2) Stated to have been caused by COLLISION with dredger "Balari" in River Hooghly, 10th September 1961.

DAMAGE 1, FOUND: Forward half length of bottom indented and set up; internal structure set up in places; aftermost keel plates waved. See attached damage report for full details of damage found and recommendations made for permanent repairs. The Owners requested deferment of repairs, and it is therefore recommended that permanent repairs to grounding damage as specified in the attached damage report be carried out at the next drydocking, being efficient meantime.

DAMAGE 2, FOUND:

RECOMMENDED

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.

CONTINUATION OVER OR SHEET 2

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

Has a Survey also been held on machinery of the Ship?

YES

Is Classification Certificate required? If so, to be sent to

If so, is the Report sent now, or when will it be sent?

INCLUDED

Has Interim Certificate been issued?

YES, COPY ATTACHED.

GENERAL OBSERVATIONS, OPINION AND RECOMMENDATION AS TO CLASS

State clearly what alteration, if any, is suggested to be made in the existing Classification or Survey or other records of the Ship in the Register Book consequent upon this survey, for example:— "to remain as Classed in the Register Book without fresh record of Docking", "to remain as Classed and to have record of drydocking 1,55"; or "to remain as Classed and to have record of drydocking 1,55, and the notation of S.S. . . . 1,55".

This vessel in my opinion is eligible to be continued as classed with record DS.10/61 subject to repairs to grounding damage being carried out at the next drydocking; and repairs to collision damage, port side forward, being completed by the end of December 1961. SRL to be retained as at present.

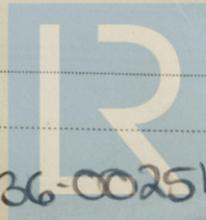
JOHN CURRIE, Surveyor to Lloyd's Register of Shipping

Date of Committee

MONDAY 20 NOV 1961

Minute

DS. 10.61 Subject.



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Lloyd's Register

002536-002542-0155

**TABLE 1**

PARTS OF THE SHIP AS INDICATED BELOW HAVE BEEN EXAMINED FOR

**DAMAGE**

SURVEY

Items	Now Examined YES NO or NONE	Tanks	Now Examined Internally	Now Tested
Shell plating, sternframe and rudder cleaned examined and recoated in drydock	YES	F.P. Tank	NO	NO
Rudder lifted	NO	A.P. "	NO	NO
Weather Decks, Superstructures and Casings	YES	D.B. Tanks (indicate oil Fuel and Cofferdams)	NO	NO
Hatchways, Covers, closing and securing appliances	YES	Fresh Water Tanks	-	-
Ventilator coamings, skylights, companionways and closing appliances		Deep Tanks	-	-
Holds		Oil Fuel Bunkers and Settling Tanks	YES	NO
Tween Decks		Side Tanks		
Fore Peak Spaces		Wing Tanks		
After "		Other Tanks		
Engine Space		Cargo Tanks (Tankers)	YES	Partly (7&8 port wing (2&3 summer tanks))
Boiler "		Cofferdams	YES	NO
Under Engines and Boilers		Pump Rooms	YES	NO
Tunnel and Well		Have Tanks now Examined been Cleaned as Necessary?		YES
Coal Bunkers		Have Strums in Cargo Tanks (of Tankers) been removed?		NO
Chain Locker		Have Tanks been Retested as necessary after completion of any Repairs?		YES
Other Spaces				

Have the spaces now surveyed been cleared and cleaned as necessary? **YES**  
 Have the close ceiling and cargo battens, linings, pipe casings, etc., been removed and replaced as required by the Rules? **NO**  
 Have the bilges been cleaned out and examined? **NO** Has cement in bottom been examined? **NO**  
 Has steelwork had rust removed and afterwards been recoated as necessary? **YES**  
 Were inspection plugs or any insulation removed in insulated spaces for examination of steelwork? **NO**  
 Has a Load Line Survey been held? **NO** If so, state which? **-**  
 Have the shell and deck plating been drilled as per Rule? **NO** If so, Report 8(Dr) to be attached **-**  
 Have any alterations to the approved scantlings and arrangements now been effected? **NO** If so, report details in body of Report? **-**

NOTE:—Indicate which compartments and/or tanks have been examined or tested by giving the identification numbers and inserting the word "Yes", e.g. Holds: Nos. 1, 2 & 3—Yes; or All—Yes.

**TABLE 2**

The present condition of the following parts in so far as examined is to be reported:—

Shell plating <b>Good</b>	Ceiling and cargo Battens <b>not examined</b>	Sluice Valves examined and found <b>none</b>
" " in way of side scuttles <b>not examined</b>	Cement or Asphalt <b>not examined</b>	Air and Sounding Pipes <b>good</b>
Rudder and Sternframe <b>good</b>	Cargo and other Hatchways <b>good</b>	Doubling Plates under Sounding Pipes <b>good</b>
Decks <b>good</b>	Hatches and closing appliances <b>good</b>	Masts and Rigging examined and found <b>good</b>
Superstructures and their closing appliances <b>good</b>	Ventilators, their coamings and closing appliances <b>not examined</b>	Condition, how ascertained. <b>From deck (State if wedges removed) not examined</b>
Coamings and Casings <b>good</b>	Companionways and Skylights <b>good</b>	Chain Locker
Beams and Fastenings <b>good</b>	Shell Openings <b>good</b>	EQUIPMENT
Frames <b>good</b>	Ash Shoots <b>not examined</b>	Equipment Letter <b>2 1.15/16" SQ</b>
Reverse Frames <b>not examined</b>	Overboard Discharges and Scuppers <b>not examined</b>	Anchors, No. of <b>3B 1S</b> Condition <b>Good</b>
Longitudinals <b>good</b>	Freeing ports <b>good</b>	Cables (State if now ranged and examined) <b>No stated complete</b>
Transverses <b>good</b>	Steering Gear (Main and Auxiliary) examined and found <b>good</b>	" length (on board) / mean diam
Floors <b>good</b>	Windlass examined and found <b>good</b>	" Rule Length / Size /
Keelsons <b>good</b>	Pumps " " <b>good</b>	Hawsers and Warps <b>Sufficient</b>
Stringers <b>good</b>	W T. Doors " " <b>not examined</b>	State if any Anchors or Chain Cable have now been supplied or retested, if so, complete Report 8(Eq) and attach. <b>No</b>
Inner Bottom Plating <b>not examined</b>		
Bulkheads and Tunnel <b>good</b>		

Have conditions (A) or endorsements (B) of Class (if any) been dealt with? **No** See Below

REMARKS, REPAIRS, Etc (Contd)

**SRL: Indented fore-castle sheerstrake (psf); indented keel plate No.2 from forward and shell plates E.13, F.12, 13 & 14 (ssf), G.7 (ssa), G.14 (psf) all now examined and found to continue efficient, all items to be retained as at present.**

**Propeller and fastenings examined and found good. Weardown of sternbush.**

Survey Fee **Damage Rs.2000/-**

Second Surveyor's Fee (if any) ...

Special Damage or Repair Fee (if any) **Sp:Att: (17/9 & 4/10/61) Rs.200/-**

Date when A/c. Rendered **26/10/61**

Travelling Expenses (if chargeable) **Rs. 80/-**

pt. 9a.

ort of

CALCUTTA

Continuation of Report No. 20376 dated 26th October 1961 on the "BURMAH SAPPHIRE"

6.10.1961

FOUND	RECOMMENDED
Sheerstrake torn away.	Renew from 126/7 to 139/40 in 2 plates.
First below sheer torn away.	Renew from 125/6 to 140/1 in 2 plates.
Second below sheer torn away.	Renew from 127/8 to 139/40 in 2 plates.
Third below sheer set in and torn.	Renew from 128/9 to 138/9.
Fourth below sheer (D strake) set in.	Crop and part remove fair and refit panel, 9'-6" x 2' -6".
<b>IN NOS.7 &amp; 8 PORT WING TANKS.</b>	
Shell frames 128 to 135 inclusive, and 137 to 139 inclusive, set in and torn.	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 to 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.
Seven upper deck beam knees buckled.	Renew.
Summer tank flat, plating torn away from 129 to 138.	Renew.*
Summer tank flat, beams and beam knees 129 to 134 inclusive torn away.	Renew.*
2 upper deck plate transverses torn, with face plates and brackets.	Renew, outboard halves.*
Lower stringer twisted and torn.	Renew from frame 130 to frame 134, with ends of 2 lower tie beams and face plates.
Bilge brackets at frames 131,132 & 134 buckled.	Crop and part renew all three.
Bilge bracket 129 buckled.	Fair in place.
Upper deck stringer plating buckled, stringer angle twisted.	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 and second longitudinal deck beams buckled.	Outboard longitudinal renew from 127 to 136. Second to renew from 129 to 135.
Third longitudinal deck beam buckled.	Remove, fair and refit.*
One upper deck scupper torn away.	Renew.
O.T. bulkhead 136 buckled at wing.	Part renew, approx.7'-0" x 27'-0" high.
2 bulkhead stiffeners buckled.	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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FOUND

RECOMMENDED

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*

