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367

# Lloyd's Register of Shipping.



Port Colombo.

6th February, 1942.

This is to Certify that

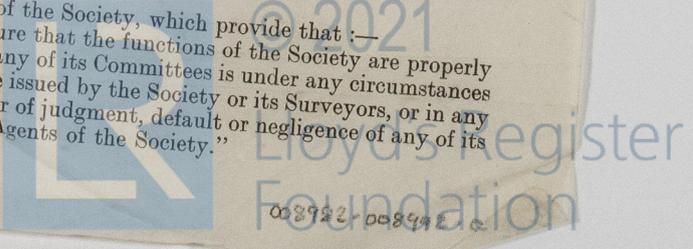
L. E. HIGHWATER,

the undersigned Surveyor to this Society did at the request of The Sea Transport Officer, Colombo, and Messrs. Dalmage Forsyth & Co. Ltd., Ships' Agents, attend on board the s.s. "SOLI" No. 85673 in the Register, on October 12th, 1941, and subsequent dates for the purpose of examination as to suitability for carrying fresh water.

At the time of the first examination, there were 14 inches of benzine in the fore hold: this had leaked through into the fore deep tank containing bunkers, there was benzine in the forward pump room and forward coffer dam. It was evident that both the forward coffer dam bulkheads and the forward pump room bulkhead were leaking and a general examination revealed that the upper part of the centre line bulkhead was completely corroded away in several of the tanks. I personally saw the Sea Transport Officer and informed him that I did not recommend the vessel to be used as a water carrier in her present condition.

A more detailed examination was carried out on October 20th, 1941, when both forward coffer dam ladders, No. 1 starboard tank ladder and port ladder of after coffer dam were found to be corroded away. I recommended that new ladders be made and fitted. Numbers 2 and 7 cargo tanks contained water ballast. The remaining tanks were examined and found to be very thick with scale throughout.

This Certificate is issued upon the terms of the Rules and Regulations of the Society, which provide that:—  
The Committees of the Society use their best endeavours to ensure that the functions of the Society are properly performed and it is to be understood that neither the Society nor any Member of any of its Committees is under any circumstances to be held responsible for any inaccuracy in any report or certificate issued by the Society or its Surveyors, or in any Register Book or other publication of the Society, or for any error of judgment, default or negligence of any of its Surveyors, or any Member thereof, or the Surveyors, or other Officers or Agents of the Society."

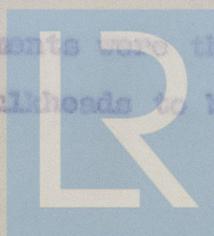


requested no

S.S. "SOLI"

There were found to be three holes in the shell plating, three holes through the centre line strake of the upper deck, many bulkhead brackets completely corroded away, many side longitudinals and bulkhead stiffeners corroded through in the standing flanges, four transverses corroded badly and cracked at bilge and extensive deterioration in the trunkways throughout.

The general state of the vessel was such that I cabled my Principals on October 21st, 1941, to the effect that the hull repairs were too extensive for this Port. The reply received was to the effect that the Ministry was most anxious to utilise the vessel as a water-carrier and enquiring if the vessel could be repaired for this service and, if so, time likely to be occupied. Immediately on receipt of this cable, I communicated with the Ship's Agents, the Oil Company and the Colombo Port Commission with the object of making arrangements to get rid of the benzine and to obtain a gas free certificate. As no storage accommodation was available ashore for receiving the contaminated benzine, it was arranged for the vessel to proceed to sea and pump the contents of the fore hold, the fore deep tank and the forward pump room overboard. The vessel proceeded to sea at daylight on October 25th, 1941, and returned as the pumps she had taken were unsuitable. It was then decided to approach the Naval Authorities for the loan of a steam driven petrol pump which was lying ashore. This was readily loaned and the vessel again left harbour p.m. on October 26th, 1941. On the vessel's return, after discharging, I boarded her with the Manager of Messrs. Walker Sons & Co. Ltd., the Ship repairers, with the object of checking up requirements and endeavouring to obtain a time for minimum repairs of making good the centre line, coffer dam and pump room bulkheads and patching the decks and ship's sides. The question of material then cropped up; the stocks ashore were verified and it was considered that there was sufficient plating available for the job. Arrangements were then made for all centre line, coffer dam and pump room bulkheads to be sealed, after which



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(Per Sec. 29)

Travelling Expenses

S.S. "SOLI"

all plates in these bulkheads were to be drill tested. Owing to shortage of labour, the sealing proceeded at slow pace and before this was completed a cable was received from my Principals that the Ministry had decided "not to proceed employment suggested and vessel will be returned Singapore for permanent repairs." I, therefore, issued an interim certificate on November 25th, 1941, for the vessel to proceed to Singapore in ballast. All work was stopped and the ship's Agents informed of the decision. The ship's Agents endeavoured to obtain confirmation of this, but it was not until December 20th, 1941, that they received instructions from London to hold the vessel at this Port until further instructions were received.

On December 5th, 1941, I was informed that No. 6 after bulkhead was leaking and that the pump room was flooded. After pumping out it was found that there was a hole through the bulkhead bottom strake. This was temporarily made good by the ship's crew fitting a bolt with rubber washers.

On December 29th, 1941, I was called to the vessel by the Master and, on examination, found that whilst chipping the second strake below sheer strake, three plates were holed. These plates were examined and found to be completely corroded through. The whole of this Strake, both Port and Starboard, was sounded and found to be very thin. It was also ascertained that it was impossible to retain ballast in any one tank owing to bulkhead leaks. Having been approached by the Agents for my opinion as to whether the vessel was fit to proceed to another nearby Port, I informed them that in my opinion the vessel was unfit. I therefore cabled my Principals to the effect that there was extensive wastage of the whole of the second strake below sheer strake, that it was impossible to retain ballast in any one tank due to bulkhead leakages and in view of the general deterioration throughout, I considered the vessel totally unseaworthy. In reply to this cablegram was "class expunged black line inform agents", which was



S.S. "SOLI"

accordingly done.

On January 14th, 1942, at the request of the Admiralty Ship Overseer, Colombo, I accompanied him for a general examination with a view to turning the vessel into a hulk for use in Colombo harbour but I understand that it has been turned down even for this purpose.

Survey Fee	...	Rs. 580/-
Trav. Exps.	...	Rs. 56/-
Cost of Cables	...	Rs. 301/75
		<u>      56/10</u>
		<u>Rs. 938/25</u>

*H. Lightowler*  
Surveyor to Lloyd's Register.



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