

COPY.

15 AUG 1953

Lloyd's Register of Shipping

UNITED WITH THE BRITISH CORPORATION REGISTER



Port C A P E T O W N

7th August, 1953.

This is to certify that

J. A. van LARE,

the undersigned Surveyor to this Society did at the request of Messrs THOMSON WATSON & CO., Lloyd's Agents at Cape Town, on behalf of the Owners, survey, without prejudice to the various interests concerned, the M.V. "SLIEDRECHT," 10560 tons gross, of Rotterdam, on the 16th July, 1953, and subsequently, whilst the vessel lay afloat and in Dry Dock at Cape Town, for the purpose of ascertaining the nature and extent of damage stated to have been caused by striking the bottom in the approach to Table Bay, on the 16th July, 1953, at 5.45 a.m., whilst on a voyage from Isle of Grain to Cape Town.

For further particulars particulars please see vessel's Log Books.

At the time of the accident the vessel was fully loaded with a cargo of boiler fuel oil and the oil escaped immediately from the tanks.

The following tanks, affected by the accident, were found to be leaking:

Starboard deep tank containing diesel fuel bunkers.

No.1 centre cargo tank containing a cargo of boiler fuel oil.

No.2 centre cargo tank being empty.

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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."

No.3 centre cargo tank containing a cargo of boiler fuel oil.

In order to prepare the vessel to enter port, flexible hoses and a portable pump were placed on board and an amount of cargo was transferred from Nos. 1 and 3 centre tanks to empty after tanks and diesel fuel was transferred from Starboard to Port deep tank and further to the after bunkers.

As soon as no further oil escaped to outboard the vessel proceeded to Cape Town and was moored in Cape Town Harbour on the 17th July, 1953, at 18.45.

Discharge of cargo commenced at 21⁰⁵ of the same date and concurrently oil was transferred from the badly leaking tanks Nos. 1 and 3 into the tanks Nos. 7 and 8 and 15 and 16.

On the 18th July, 1953, at 20⁰⁰ hours all oil had been removed from the tanks Nos. 1 and 3.

At 8⁰⁰ hours on the 19th July, 1953, it was found that oil escaped into the harbour, and on examination the tanks Nos. 1 and 2 were found to contain a considerable amount of oil, presumably caused through leakage from pipe lines or valves whilst discharging.

Shore labour was engaged and all oil, as far as practicable, removed from the surface of the water in the harbour.

In the meantime a Diver had been engaged for examination of bottom plating.

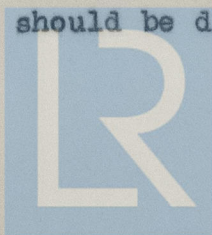
The Diver reported the following damage:

Bottom plating in way of deep tank Port and Starboard badly buckled.

Bottom plating in way of No.1 centre tank on Starboard side badly buckled and split.

Bottom plating in way of No.2 centre tank, Starboard side, very badly buckled with several splits and also badly holed.

With a view to the above particulars reported by the Diver, it was recommended that all cargo should be discharged and the



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vessel prepared to be placed in Dry Dock for examination.

Discharge of all cargo was completed on the 22nd July, 1953, at 20⁴⁵.

Vessel proceeded to sea on the 23rd July, 1953, at 8⁵⁰ in order to clean and gas free the tanks.

Vessel returned at the Cape Town anchorage on the 27th July, 1953, at 6²⁰; after a Gas Free Certificate had been obtained the vessel was shifted to the Dry Dock and was moored in the Dry Dock at 12⁰⁰ hours on the same date and preparations were made to pump the dock dry on the following day.

Vessel on the keel blocks at 11³⁰ on the 28th July, 1953.

As it had not been possible to clean the tanks Nos. 2 and 3 thoroughly at sea, shore labour was engaged to clean the tanks immediately the vessel was dry.

Upon examination of the vessel in Dry Dock the undersigned

FOUND:

RECOMMENDED:

ALL KEEL AND BOTTOM SHELL
PLATES NUMBERED FROM FORWARD.

- | | |
|---|---|
| 1. Keelplate No.2 badly buckled at after end. | To be cropped and after section of approx. 7' 6" renewed. |
| 2. Keelplate No.3 badly buckled and split. | To be renewed. |
| 3. Keelplate No.4 badly buckled and split. | To be renewed. |
| 4. Keelplate No.5 badly buckled and split. | To be renewed. |
| 5. Keelplate No.6 buckled. | To be removed, faired and refitted. |
| 6. Keelplate No.7 indented in one place at forward end. | To be faired in place. |
| 7. Keelplate No.15 buckled. | To be removed, faired and replaced. |
| 8. Keelplate No.18 indented in one place. | To be faired in place. |



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M.V. "SLIEDRECHT"FOUND:RECOMMENDED:'A' STRAKE.PORTSIDE.

- | | |
|---|---|
| 9. No.2 plate buckled. | To be removed, faired and refitted. |
| 10. No.3 plate buckled. | To be removed, faired and refitted. |
| 11. No.4 plate buckled at forward end. | To be cropped and forward section of approx. 6' to be removed, faired and refitted. |
| 12. No.5 plate badly buckled and split. | To be renewed. |
| 13. No.6 plate badly buckled at forward end. | To be cropped and forward section of approx. 10' to be renewed. |
| 14. No.14 plate badly buckled at after end. | To be cropped and after section of approx. 4' to be renewed. |
| 15. No.15 plate badly buckled at forward end. | To be cropped and forward section of approx. 6' to be renewed. |

STARBOARD SIDE:

- | | |
|--|--|
| 16. No.1 Plate slightly indented. | To be faired in place. |
| 17. No.2 Plate badly buckled. | To be renewed. |
| 18. No.3 Plate badly buckled and split. | To be renewed. |
| 19. No.4 Plate badly buckled and split. | To be renewed. |
| 20. No.5 Plate badly buckled at forward end. | To be cropped and forward section of approx. 5' to be renewed. |
| 21. No.6 Plate slightly indented. | To be faired in place. |
| 22. No.11 Plate slightly indented. | To be faired in place. |

'B' STRAKE.PORTSIDE.

- | | |
|---|------------------------|
| 23. No.2 Plate slightly indented. | To be faired in place. |
| 24. No.4 Plate badly buckled and split. | To be renewed. |
| 25. No.5 Plate slightly indented. | To be faired in place. |

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Rpt. 10.

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15 AUG 1957
M.V. "SLIEDRECHT"FOUND:'B' STRAKE (contd.)RECOMMENDED:PORTSIDE:

26. No.6 Plate slightly indented.

To be faired in place.

STARBOARDSIDE:

27. No.2 Plate badly buckled and split.

To be renewed.

28. No.3 Plate badly buckled and split.

To be renewed.

29. No.4 Plate buckled at forward end.

To be cropped and forward section of approx. 4' to be renewed.

'C' STRAKE.PORTSIDE:

30. No.4 Plate slightly indented.

To be faired in place.

31. No.5 Plate badly buckled.

To be renewed.

32. No.6 Plate buckled at forward end.

To be cropped and forward section of approx. 15' to be removed, faired and replaced.

33. No.13 Plate indented in one place.

To be faired in place.

STARBOARDSIDE:

34. No.2 Plate slightly indented.

To be faired in place.

35. No.5 Plate slightly indented in one place.

To be faired in place.

36. No.6 Plate slightly indented.

To be faired in place.

37. No.8 Plate slightly indented in one place.

To be faired in place.

38. No.10 Plate slightly indented.

To be faired in place.

39. No.11 Plate slightly indented.

To be faired in place.

BILGE KEELS.PORTSIDE:

40. Badly buckled and torn at forward end.

Forward section of approx. 27' to be renewed.

STARBOARDSIDE:

41. Buckled at forward end.

Forward section of approx. 9' to be removed, faired and refitted.

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FOUND:RECOMMENDED:INTERNAL TANK STRUCTURE.STARBOARD DEEP TANK:
FLOORS NUMBERED FROM
FORWARD.

- | | |
|--|--|
| 42. No.5 Floor, lower part buckled. | Lower section of approx. 1'0" x 2'0" to be renewed. |
| 43. No.6 Floor, lower part buckled. | Lower section of approx. 2'0" x 3'0" to be renewed. |
| 44. No.7 Floor, lower part buckled. | Lower section of approx. 2'0" x 3'0" to be renewed. |
| 45. No.8 Floor, lower part buckled. | Lower section of approx. 2'0" x 4'0" to be renewed. |
| 46. No.9 Floor, lower part buckled. | Lower section of approx. 2'0" x 6'0" to be renewed. |
| 47. No.10 Floor, buckled. | To be renewed. |
| 48. No.11 Floor, buckled. | To be renewed. |
| 49. No.12 Floor, lower part buckled. | Lower section of approx. 2'0" x 5'0" to be renewed. |
| 50. No.13 Floor, lower part buckled. | Lower section of approx. 2'0" x 3'0" to be renewed. |
| 51. Outboard intercostals buckled at lower part. | Three sections of approx. 1'0" x 2'0" to be cropped out and renewed. |
| 52. Centre line bulkhead between Starboard and Port deep tank buckled at bottom. | Lower section of approx. 2'0" x 13'0" to be cropped out and renewed. |

PORTSIDE DEEP TANK.

- | | |
|--|---|
| 53. No.5 Floor (in line with pump room after bulkhead) lower part buckled. | Lower section of approx. 1'0" x 2'0" to be renewed. |
| 54. No.6 Floor, lower part buckled. | Lower section of approx. 1'0" x 3'0" to be renewed. |
| 55. No.7 Floor, lower part buckled. | Lower section of approx. 1'0" x 3'0" to be renewed. |
| 56. No.8 Floor, lower part buckled. | Lower section of approx. 1'0" x 3'0" to be renewed. |

No.1 CENTRE TANK.TRANSVERSES NUMBERED FROM FORWARD AND LONGITUDINALS FROM CENTRE LINE TO OUTBOARD.STARBOARD SIDE:

- | | |
|--|--|
| 57. No.1 Transverse, badly buckled. | To be renewed. |
| 58. No.2 Transverse, lower part buckled. | Lower section of approx. 2'6" x 12' to be cropped and renewed. |

FOUND:RECOMMENDED:No.1 CENTRE TANK (contd)STARBOARDSIDE:

- | | |
|---|---|
| 59. No.3 Transverse, badly buckled. | To be renewed. |
| 60. No.4 Transverse, badly buckled. | To be renewed. |
| 61. No.5 Transverse, badly buckled. | To be renewed. |
| 62. Nos. 1, 2, 3, 4 and 5 Longitudinals together with brackets badly buckled. | To be renewed. |
| 63. No.6 Longitudinal, badly buckled at after end. | After section of approx. 25' to be renewed. |
| 64. Heating coils distorted and brackets broken and loose. | All heating coils to be removed, tested, repaired as necessary and refitted, brackets renewed where required. |
| 65. After bulkhead, lower part buckled. | One section of approx. 3'3" x 9' 0" to be cropped out and renewed. |

PORTSIDE:

- | | |
|--|---|
| 66. No.1 Transverse, badly buckled. | To be renewed. |
| 67. No.2 Transverse, lower part buckled. | One section of approx. 1'6" x 2'6" to be cropped out and renewed. |
| 68. No.1 Longitudinal, badly buckled at forward end. | Forward section of approx. 14' to be renewed. |
| 69. Nos. 2 and 3 Longitudinals buckled at forward end. | Forward sections of approx. 7' to be cropped out and removed, faired and refitted, |
| 70. No.4 Longitudinal, badly buckled at forward end. | Forward section of approx. 14' to be renewed. |
| 71. Heating coils in forward two bays distorted and supporting brackets loose in places. | To be removed, tested, repaired as necessary and refitted, brackets renewed where required. |

No.2 CENTRE TANK.STARBOARD SIDE:

- | | |
|--|---|
| 72. No.1 Transverse, badly buckled at outboard end. | Outboard section of approx. 7' to be cropped and renewed. |
| 73. No.4 Longitudinal, badly buckled at forward end. | Forward section of approx. 9' to be renewed. |
| 74. No.5 Longitudinal, badly buckled at forward end. | Forward section of approx. 8' to be renewed. |

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FOUND:RECOMMENDED:No.2 CENTRE TANK (contd)

- | | |
|--|---|
| 75. No.6 Longitudinal, badly buckled at forward end. | Forward section of approx 12' to be renewed. |
| 76. Heating coils in forward two bays distorted and supporting brackets loose in places. | To be removed, tested, repaired as necessary and refitted, brackets renewed where required. |

PORTSIDE:

- | | |
|---|---|
| 77. No.1 Transverse, lower part buckled. | Two sections, each approx. 1'6" x 1'9" to be cropped out and renewed. |
| 78. No.2 Transverse, badly buckled at lower part. | Lower section of approx. 2'6" x 8'0" to be cropped out and renewed. |
| 79. No.3 Transverse, badly buckled. | To be renewed. |
| 80. No.4 Transverse, lower part badly buckled. | Lower section of approx. 2'6" x 9'0" to be cropped out and renewed. |
| 81. No.5 Transverse, badly buckled at inboard end. | Inboard section of approx. 10' to be renewed. |
| 82. After bulkhead, badly buckled and cracked at lower part. | One section of approx. 3'4" x 8'0" to be cropped out and renewed. |
| 83. Centre keelson, buckled at after end. | One section of approx. 3'0" x 9'0" to be cropped out and renewed. |
| 84. No.1 Longitudinal, badly buckled at mid-length. | One section of approx. 8' to be cropped out and renewed. |
| 85. Nos. 2, 3 and 4 Longitudinals, badly buckled. | All three to be cropped and renewed over a length of approx. 27'. |
| 86. No.5 Longitudinal, badly buckled at mid-length. | One section of approx. 12' to be cropped out and renewed. |
| 87. All heating coils distorted and supporting brackets loose and broken in places. | To be removed, tested, repaired as necessary and refitted, brackets renewed where required. |

No.3 CENTRE TANK.PORTSIDE:

- | | |
|--|--|
| 88. No.2 Longitudinal, buckled at forward end. | Forward section of approx. 10' to be removed, faired and refitted. |
| 89. No.3 Longitudinal, badly buckled at forward end. | Forward section of approx. 10' to be renewed. |

FOUND:RECOMMENDED:No.3 CENTRE TANK (contd)PORTSIDE:

90. Bracket between centre keelson and deep frame on after bulkhead buckled, centre keelson below bracket buckled.

Bracket to be removed, faired and refitted. Section of centre keelson in way to be cropped out, faired and refitted. Alignment of keel plating to be checked in Dry Dock and dealt with as found necessary.

91. Heating coils in forward bay distorted and supporting brackets loose in places.

To be removed, tested, repaired as necessary and refitted, brackets renewed where required.

No.14 SIDE TANK.

92. No.2 Longitudinal, buckled at mid-length.

One section of approx. 10' to be renewed.

93. No.3 Longitudinal, buckled at mid-length.

One section of approx. 10' to be renewed.

94. No.2 Transverse, lower part buckled.

One section of approx. 1'5" x 1'6" to be cropped out and renewed.

95. Transverse wash bulkhead buckled at lower part.

One section of approx. 2'0" x 3'0" to be cropped out and renewed.

96. 1st Transverse after wash bulkhead buckled at lower part.

One section of approx. 1'6" x 1'6" to be cropped out and renewed.

No.11 SIDE TANK.

97. 3rd Transverse slightly buckled at bottom.

Welding to be released for approx. 1'6", plate faired and rewelded.

DOUBLE BOTTOM TANK AFT.

98. Internal structure in way of keel plate No.15 and bottom plates Portside No.A14 and No. A15 could not be examined on account of the double bottom tank in way containing diesel fuel bunkers, which could not be transferred.

Internal structure in way of these plates to be dealt with as found necessary when repairs are carried out.

- 99.

All new and disturbed work on completion to be coated where required by two coats of Owners approved paint.

According to the tender submitted by the combined Contractors at this port the costs to carry out the above repairs here would have

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been Sixty Two Thousand Four Hundred and Forty Pounds (£62,440.0.0) excluding any Dry Dock charges, and the minimum time required in Dry Dock seven calendar weeks.

After consultation with the Owners it was decided to prepare the vessel for the voyage in ballast to Europe for repairs to be carried out there.

The following temporary repairs now carried out:

A welded plate fitted over keel plate No.3 and Starboard deep tank made tight.

Stopper holes drilled at the ends of all cracks in bottom plating to prevent extension of the cracks.

Heating coils in forward bay on Portside of No.3 centre tank removed and cement box fitted to make bottom plating and forward bulkhead watertight.

Compressed air line and Monometer connected to tank lids of Nos. 1 and 2 centre tanks.

Torn section of Portside bilge keel removed.

The above temporary repairs were completed and the Dry Dock reflooded at 9⁰⁰ a.m. on the 1st August, 1953, and the vessel left this port at Noon of the same date.

(Signed) J. A. van LARE.

SURVEYOR TO LLOYD'S REGISTER OF SHIPPING.



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