

## REPORT OF SURVEY FOR REPAIRS, &amp;c.

Date of writing Report 10-8-1953 When handed in at Local Office 10-8-1953 Port of CAPE TOWN

No. in Survey held at Cape Town Date, First Survey 16-7-53 Last Survey 1-8-1953  
Reg. Book 2507. on the Wood, Iron or Steel M. V. "SLIEDRECHT" (No. of Visits 15)TONNAGE:— Built at Gothenburg By whom Akt. Lindholmens Varv. When 1950 Month 12  
Gross 10560 Owners N.V. Phs. VanOmmerens Scheepvaartbed- Owner's Address -  
Under Dk. 9410 rijk. (if not already recorded in Appendix to Register Book).  
Net 6172 Managers - do - Port belonging to Rotterdam.

Surveyed Afloat or in Dry Dock? Both Name of Dock Sturrock Dry Dock, Cape Town. Destined Voyage

Cell D B o r D B a. feet: u E & B feet: f feet } Particulars of Classification (which must be inserted  
total capacity tons. FPT tons; APT tons; MT tons. } precisely as in Register Book and Supplements)

Only alterations in the existing records of tanks should be inserted.

N.B.—All alterations in the existing records should be underlined.

Last Report No. 36132 Port Rot

(Periodical Surveys, when held, must be reported in detail and serialim in the terms of the Rules and items remaining to complete the surveys should be summarised. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent repairs. Repairs on account of Damage (the 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 shown below. Whenever the replacement of Anchors or Chains is reported, the particulars should be clearly stated in the space provided on the back of this form. State also the dates and initials of any letters respecting this case.

In damage cases where the Surveyor has not made a special damage report he is required to state whether

he offered his services for this purpose and to whom and why they were declined. copy attached

Was a damage report made by anyone else? if so, by whom?

REPAIRS OR EXAMINATION AS PER RULE, FOR Damage stated to have been sustained by striking the bottom in the approachage to Table Bay on the 16th July, 1953, at 5.45 a.m. whilst on a voyage from Isle of Grain to Cape Town.

When it became evident from a diver's examination that extensive bottom damage had been sustained, it was recommended that all cargo should be discharged and the vessel placed in Dry Dock for examination.

This was done, and on examination the following damage found:

KEELPLATES: Numbered from forward:

Nos. 2, 3, 4 and 5 badly buckled, and Nos. 3, 4 and 5 also split.  
Nos. 6, 7, 15 and 18 buckled and indented.

/OVER ....

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

## PRESENT CONDITION OF THE

Decks	Bulkheads	Engine Room Skylights	Copper, or Y.M. (State if on Felt.)
Caulking of Decks	Ceiling	Coal Bunkers, Openings, Covers, etc.	When fitted, Month Year
Coamings	Cement or Asphalt	Oil Bunkers	Boats
Beams and Fastenings	Rudder	Scuppers	Masts, Yards, etc.
Outside Plating	Steering Gear and its connections	Cargo Hatchways	Condition, how ascertained (State if wedges removed.)
" " in way of sidelights	Windlass	Hatches	Equipment letter ABOVE
Frames	Have pumps been examined and found efficient? CONFINED	Planking TO THE	Anchors, No. of
Reverse Frames	Have Sluice Valves been examined and found efficient?	Caulking	Cables (State if now ranged)
Longitudinals	Have watertight doors been examined and found efficient?	Treenails	" length mean diamr. (on board.)
Transverses	Have Ventilators and their Coamings been examined and found efficient?	Breasthooks & Stemson	" Rule length size
Floors	Air and Sounding Pipes	Transoms, Pointers & Crutches	Chain Locker
Keelsons	Doubling Plates under Sounding Pipes	Timbers of Frame at openings	Hawsers and Warps
Stringers		" " at other places	Standing and Running Rigging
Inner Bottom Plating		Stringers, Clamps & Shelves	Sails
Have the Tanks been examined internally?		Salting (State if examined.)	
Have the Tanks been tested?			

## General Observations, Opinion as to Class, Recommendation, etc. :—

State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example:— "to remain as classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,38," or "to remain as classed and to have record of survey, 1,38, and the notations of ss. No. 1-38."

This vessel is in efficient condition and eligible, in my opinion, to remain as classed, without fresh record of survey, being fit for the voyage, in ballast, from Cape Town to Europe for repairs.

Survey Fee (per Section 29) Surv. and Int. Cert. £40- : 0- : 0  
Special Damage or Repair Fee (if any) (per Sec. 29) £60- : 0- : 0  
Travelling Expenses (if chargeable) £ 1- : 18- : 8  
Second Surveyor's Fee (if any) £ 2- : 4- : 8  
Spec. Att. Fee 18- : 0- : 0  
Committee's Minute  
Character Assigned

Fees applied for,  
7-8-1953  
Received by me,  
19

Surveyor to Lloyd's Register of Shipping.

TUESDAY 25 AUG 1953

Deferred for repairs

013268-013277-022212



N.B.—If this Report is copied by Copying Press, special care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

**'A' STRAKE:**  
**PORTSIDE:**

Nos. 2, 3 and 4 buckled.  
Nos. 5, 6, 14 and 15 badly buckled and No.5 also split.

**STARBOARD SIDE:**

Nos. 2, 3, 4 and 5 badly buckled and Nos. 3 and 4 also split.  
Nos. 1, 6 and 11 slightly indented.

**'B' STRAKE:**

**PORTSIDE:**

No. 4 badly buckled and split.  
Nos. 2, 5 and 6 slightly indented.

**STARBOARD SIDE:**

Nos. 2, 3 and 4 badly buckled and Nos. 2 and 3 also split.

**'C' STRAKE:**

**PORTSIDE:**

No. 4 slightly indented.  
Nos. 5 and 6 badly buckled.

**STARBOARD SIDE:**

Nos. 2, 5, 6, 8, 10 and 11 slightly indented.

**PORT BILGE KEEL:**

Badly buckled and torn at forward end.

**STBD. BILGE KEEL:**

Buckled at forward end.

**INTERNAL TANK STRUCTURE:**

**FORWARD DEEP TANK:**

Lower part of floors and centre line bulkhead buckled.

**No. 1 CENTRE TANK:**

**STARBOARD SIDE:**

All longitudinals and transverses badly buckled.  
After bulkhead lower part buckled.  
Heating coils distorted.

**PORTSIDE:**

Forward two transverses badly buckled at lower part.  
Four inboard longitudinals badly buckled at forward end.  
Heating coils in forward two bays distorted.

**No. 2 CENTRE TANK:**

**STARBOARD SIDE:**

Forward transverse badly buckled at outboard end.  
Three outboard longitudinals badly buckled at forward end.  
Heating coils in forward two bays distorted.

**PORTSIDE:**

All transverses badly buckled.  
Five inboard longitudinals badly buckled.

When Anchors or Cables are supplied, the particulars are to be reported in the following form :—

**ANCHORS.**

Number of Certificate.	Anchors. *	Weight, Ex Stock.			Weight per Certificate.			Weight Required by Rule.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.			
	1st Bower										If Patent, state Name of Patent.		
	2nd "												
	3rd "												
	Collective Weight												
	Stream												
	Kedge												

\* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd or 3rd bower.

**CHAIN CABLES.**

Number of Certificate.	Length and size supplied.		Test per Certificate.		Weight of Chain Cable.		Length and size per rule.		Description.	Makers of Cables.	When and where tested and Superintendent.
	Length.	Diam.	Statutory.	Breaking.	Supplied.	Per Rule.	Length.	Diam.			
	Fathoms.	Ins.	Tons.	Tons.	Cwts. qrs. lbs.	Cwts. qrs. lbs.	Fathoms.	Ins.			
Iron Stream Chain or Steel Wire											

All heating coils distorted.  
Centre keelson buckled at after end.  
After bulkhead buckled and cracked at lower part.

**No. 3 CENTRE TANK:**

**PORTSIDE:**

2nd and 3rd longitudinals from centre line buckled at forward end.  
Bracket between centre keelson and deep frame on after bulkhead buckled.  
Centre keelson below bracket buckled.  
Heating coils in forward bay distorted.

**PORTSIDE TANK No. 2 FROM FORWARD:**

2 longitudinals buckled at mid-length for approx. 10'  
3 transverses buckled at lower part.

After consultation with the Owners, they requested to carry out temporary repairs, and an Interim Certificate for the voyage in ballast to Europe for permanent repairs.

/OVER ....

XXXXXa. Rpt. 8.

Port of CAPE TOWN.

PAGE TWO.

Continuation of Report No. 4696.

dated 10-8-1953. on the  
M.V. "SLIEDRECHT"

The following temporary repairs recommended and have been efficiently carried out:

A welded plate welded over No. 3 keel plate and forward 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.

Rudder and sternframe specially examined, found undamaged and in good condition.

Propeller with fastenings and seaconnection fastenings examined and found good.

The vessel being, in my opinion, in efficient condition for the voyage in ballast to Europe, an Interim Certificate, as per attached copy, issued.

*[Signature]*

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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Foundation